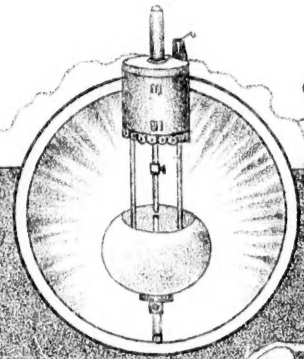

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NIVAL CO
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OFFICIAL PROGRAMME

ST JOHN. N.B.



SUMMER CARNIVAL & ELECTRICAL EXHIBITION



CELEBRATION OF THE OPENING OF THE

CANADIAN PACIFIC RAILWAY

AND THE UNION

ST JOHN AND PORTLAND.

ISHED BY THE
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LARGEST AND BEST ASSORTED STOCK

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VISITORS ARE CORDIALLY INVITED TO INSPECT OUR STOCK AND PREMISES.

MANCHESTER, ROBERTSON & ALLISON,

27 AND 29 KING STREET, ST. JOHN, N.B.

1783-1889.

OFFICIAL PROGRAMME

OF THE

SUMMER CARNIVAL

AND

Electric Exhibition

AT

ST. JOHN, N. B.

JULY 22ND TO 31ST.



SAINT JOHN, N. B.
J. & A. McMillan, Publishers, Printers, Booksellers, Etc.
1889.

YOU HAVE PROBABLY HEARD OF

HUNTER,

HAMILTON

& McKAY,

And you may consider your visit to St. John as incomplete without a visit to their establishment.

The store itself is "not much to look at" in point of size, but you will find it a veritable hive in point of business. This firm has been in business but fifteen months; their remarkable success is attributed to the fact of the store being conducted on the "American Plan," and this being entirely different from that generally employed in the Dry Goods Trade. It is known in local parlance as The Other Store.

GIVE THEM A CALL AT

97 KING STREET.

Why We Keep Holiday.

The setting apart of ten days for holiday and rejoicing is a unique event in the history of St. John. Heretofore, one day has been deemed sufficient for the celebration of any special occurrence, and really gala occasions have been few and far between. The people have been too busy, building and rebuilding a city, to rest from their labors for more than twenty-four hours at a time, and they might still feel that they could ill afford the time for merry making, were not the occasion one of more than ordinary importance. It is, indeed, the beginning of a new and important chapter in their history.

The recent Union of St. John and Portland has created a new city. With a population of over 43,000, it is the fourth in size in Canada. It is, beyond question, the third in importance, for simultaneously with the civic union, has come the joining of St. John and Montreal by the completion of the Canadian Pacific Railway. This means much for the future. It means closer relations with the great West, the facilities for handling an extensive West India trade, the inception of new enterprises, the enlargement of various industries and the development of our many and varied resources. It is fitting that the occasion should be celebrated with more than ordinary display.

For this reason, the ten days from July 22nd to July 31st will be devoted to a Carnival, with a carefully arranged programme for each day. The details will be found in the following pages, together with a general account of what St. John has done for itself in the past, is doing now and expects to do in the future.

GILBERT BENT & SONS.

ESTABLISHED 1843.

WHOLESALE

GROCERS

AND PROVISION DEALERS.

SOUTH MARKET WHARF,

ST. JOHN, NEW BRUNSWICK.

SPENCER'S
UNION CITY HOTEL,
DOMVILLE BUILDING,

Cor. King and Prince William Sts., St. John, N. B.

The subscriber will open for the reception of guests about the 15th of July, and remain open till after the "Summer Carnival." Every appointment will be New and Clean; all things in Good Order and First-class. No pains spared to make all comfortable that come. Centrally Located, Fine View, Pleasant Rooms and Reasonable Prices. Give us a call.

A. L. SPENCER, Proprietor.

COSTUMES.—N. B.—A large and fine line of Fancy Costumes for the "Carnival" on hand and made to order at short notice. Dont fail to look after your outfits at an early date.

A. L. S.

JAMES McNICHOL & SON,
MERCHANT TAILORS,

AND DIRECT IMPORTERS OF

Coatings, Suitings, Trouserings, Vestings, Etc., Etc.

64 GERMAIN STREET, ST. JOHN, N. B.

Summer Carnival,

SOME FACTS ABOUT ST. JOHN.

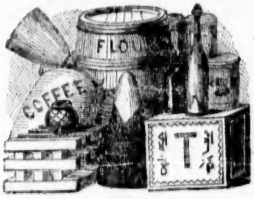
Less than a generation ago, in July, 1862, the New York *Herald* volunteered the information that "New Brunswick is a Province of 200,000 inhabitants, who are fed by the United States, and who would starve to death in six weeks if their supplies of food from this country were cut off. The chief city, St. John, is a group of huts, many of them inhabited by rogues who have made a few pennies since the war broke out, by lending their names to illicit traders who have run the blockade."

The *Herald* was at that time the leading newspaper of America, and there were doubtless many good people who accepted its easy lesson in geography as the literal fact. To tell the truth, St. John was but little known to the rest of the world in those days. English and American geographers, differing widely in many other things, had agreed in passing by the province with a mere mention that the inhabitants lived by lumbering and fishing, while they had united in picturing the gloomy horrors of the Bay of Fundy, the tides of which were scarcely less dangerous than the Maelstrom, and over which hung a pall of perpetual fog. Even the Upper Provinces of Canada, with which St. John is now so closely united, knew little or nothing of their neighbors down by the sea. What is now the fourth city of the Dominion was rather out in the cold in those days.

Yet it was even then a flourishing place, maligned and misrepresented as it was. It had grown slowly and solidly from humble beginnings, gathering strength and confidence as the years passed by. Its business was on a firm foundation. The products of the country's forests were carried across the seas in its own ships, which challenged the world for speed and beauty. It enjoyed a profitable commerce in many other things. Its people had confidence in themselves and faith in the future. They employed the opportunities they had and hoped for better things.

These better things, they knew, were to be found when the facilities for intercourse with the outside world were enlarged. The

JARDINE & CO.

General  Grocers,

SAINT JOHN, NEW BRUNSWICK.

WE MAKE A SPECIALTY OF

Pure Spices AND Fine Groceries,

OF DELICACIES FOR THE TABLE, THE CAMP, AND THE PICNIC,
BOUGHT IN THE BEST MARKETS.

OUR ASSORTMENT IS ALWAYS KEPT UP.

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AN Illustrated Journal of Current Progress in Electrical and Allied Science, and the only Journal of its class that is published in the interests of American Investors. Its subscribers and readers are the Leading Bankers and Brokers, the Managers of Street Railway Companies, Cotton and Woolen Manufacturers, City and Town Authorities, Gas Corporations, and a host of American Manufacturers and Exporters.

WHY?

Because it deals with the science *practically*.
Because its editorial opinions are its own and cannot be bought.
Because it gives *facts* and *figures*, instead of theories and sentiment.
Because it *honestly* points the way to *profits* in electrical investments.
Because it caters to *purchasers* rather than to manufacturers.
Because the leading manufacturers in the trade endorse its policy, and are not afraid to meet the public.
Because it believes that, under proper conditions, the Electrical Business is *remunerative* and aims *fearlessly* to designate these conditions.

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PRACTICAL ELECTRICITY has no superior, if you wish to reach the **public direct.** Nearly all of our original advertisers still patronize its pages, with increased space. Why? Because, they know **where their business lies.**

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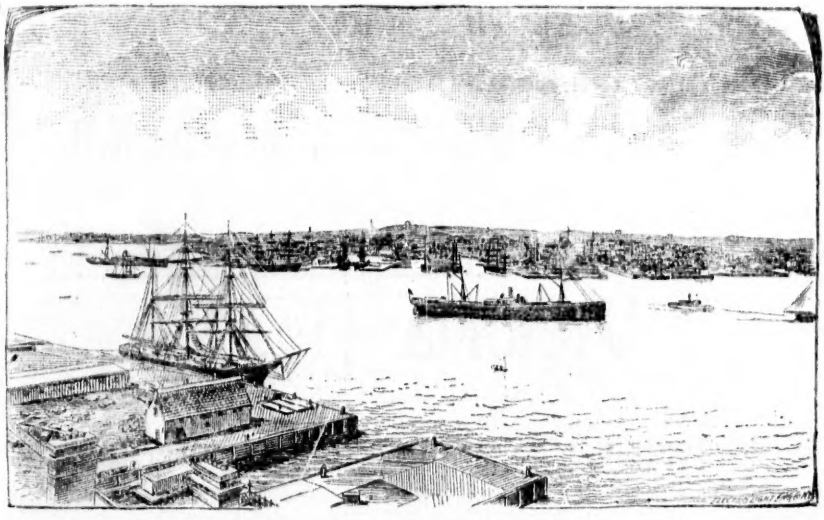
ADDRESS,

PRACTICAL ELECTRICITY,
620 Atlantic Avenue, Boston, Mass., U. S. A.

☞ N. B.—NO HUMBUGS NOR FRAUDS NEED APPLY. ☜

era of railways had not come. A line in course of construction, with the village of Shediac as its objective point, did not promise a speedy solution of the problem. It was a beginning, but the practical benefits of railways to the country, were not to be felt until the coming of a day then dimly seen, when New Brunswick should be part of a Confederation extending from the Atlantic to the Pacific.

At that time, St. John was reached from the outside world by the conveyances which brought the mails. These were the steamboat and stage coach, but chiefly the latter. Steamers from the



SAINT JOHN HARBOR.

United States arrived twice a week. On other days the stage over the queen's highway from St. Stephen was the only available method for those who did not have their private teams. The easiest way of getting to Montreal was by taking the steamer to Portland, Me., and transferring to the Grand Trunk railway. As very few of our folk had any business with the people of what was then known as Canada East, the inconvenience of the roundabout road was not seriously felt. Halifax was reached by means of a steamer to Windsor, and from thence by the roughest railway in creation. Those who did not like this route could go wholly by land, and stage it over the Cobequid mountains. Even Fredericton, the capital of the Province, was reached in winter only after a long and at times

W. F. HARRISON & CO.

IMPORTERS, AND WHOLESALE DEALERS IN

WEST INDIA GOODS, FLOUR & PROVISIONS,

SUGAR, TEA, TOBACCO, ETC.

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1, 3, 5 and 7 ROBERTSON PLACE. St. John, N. B.

Office on Smythe Street, Two Doors from End of North Wharf.

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ST. JOHN, N. B. D. W. McCORMICK, Proprietor.

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Fine Groceries and Fruits.

TEAS & SUGARS A SPECIALTY.

200 UNION STREET, ST. JOHN, N. B.

☞ BONNELL'S EXTRA LIME. ☜

most uncomfortable journey. The luxury of modern travel was unknown.

Since 1872, when the city became the terminus of a road connecting with the great railway systems of the United States, the travel to and fro has grown greater in volume each season. A few years later, the Intercolonial was completed to Quebec, and new commercial ties began to be formed. These have grown to be of vast extent and importance. The trade relations between New Brunswick and the Upper Provinces are no longer a matter of speculation. They are permanent, tangible and steadily on the increase. More than that, they are reciprocal. The cry that the Lower Provinces are being made the slaughter market of Canada, once so common, is no longer heard. Both sections are willing parties to the contract in which each finds substantial gain.

With the completion of the trunk lines uniting us with Canada and the United States, a wonderful impetus was given to railroad construction throughout the Province. Branch lines, which act as feeders now reach in all directions, while the original Western Extension road has indeed extended, not only over Western and Northwestern New Brunswick but into the Province of Quebec itself. A glance at any recent map will show how abundantly we are provided with railway facilities.

"Time's noblest offering is the last." The completion of the Canadian Pacific railway between St. John and Montreal is by far the most important which has taken place in the history of this province in recent years. It brings the two cities within fifteen hours of each other, and it makes St. John, already so notable as a seaport, a great railway centre as well. As a terminus of the only road on the continent which stretches from ocean to ocean, we are brought much nearer than we were to the great markets of the West, and we are armed with new weapons for the prosecution of a great industrial warfare.

The central location of St. John and the readiness with which it may be reached, renders it a fitting place in which to hold a Summer Carnival which can be attended by people from all parts of Canada and the United States. In view of such expected visitors, every effort is being made to have a series of celebrations on a scale never before attempted, even in this city which has seen more than one notable demonstration in the past. They will begin on MONDAY, JULY 22nd, and will continue until and including WEDNESDAY,

BLAIR & CO.,

BANKERS.

WESTERN UNION TELEGRAPH BUILDING, NO. 3 KING STREET,
ST. JOHN, N.B.

NEGOTIATE STERLING BILLS OF EXCHANGE.

Purchase Drafts on Canada and United States.

Issue Drafts Payable at Points in Canada and United States.

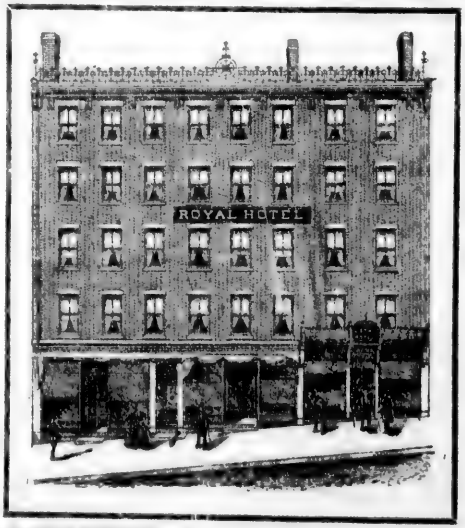
MAKE COLLECTIONS

At all Accessible Places

TRANSACT A GENERAL BANKING BUSINESS.

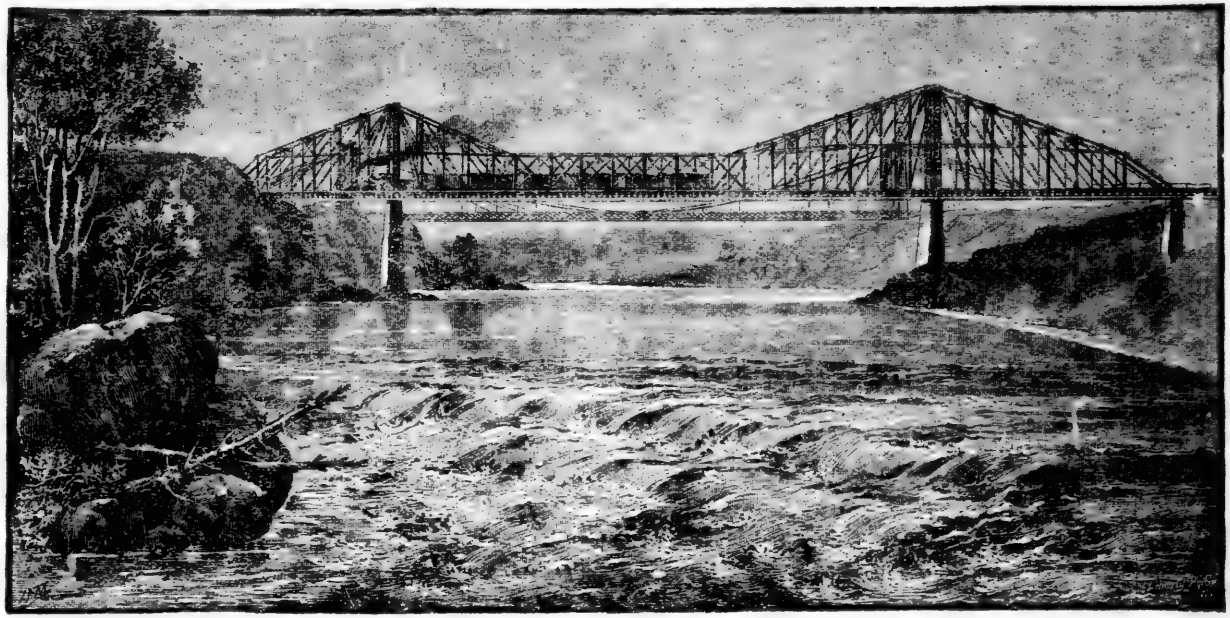
ROYAL HOTEL,

KING STREET.



ST. JOHN, N. B.

T. F. RAYMOND, - - Proprietor.



CANTILEVER BRIDGE.

Over St. John River, at St. John, N. B.; opened for traffic October 1, 1885. Trains of the All Rail Line cross this Bridge and arrive at and depart from the new Station of the Intercolonial Railway at St. John.



W. G. SCOVIL. E. E. FRASER.

OAK HALL

CLOTHING HOUSE,

Corner King and Germain Streets,

ST. JOHN, N. B.

OUR Stock is Full and Complete in Men's Youths', Boys', and Children's Clothing, Gents' Furnishings, Latest Styles and Novelties. Macintosh & Rubber Coats, Umbrellas, Trunks, Valises, Shawl Straps, Etc.

Clothing made to Order at shortest notice.

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FIT AND WORKMANSHIP GUARANTEED.

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THOS. S. ADAMS,

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NO. 15 NORTH MARKET WHARF, ST. JOHN, N.B

JAS. M. HUMPHREY,

Wholesale Dealer in Boots and Shoes,

68 KING STREET, ST. JOHN, N. B.

JULY 31st. The full details of the programme will be found in another part of this pamphlet.

To reach St. John from Boston, by the finely equipped trains of the Boston & Maine, Maine Central and New Brunswick railways, requires only fourteen and one-half hours. Between New York and St. John (all by rail) the time is twenty-four hours. Excursionists who desire pleasant trips by water may go from New York to Boston by the Sound steamers, and thence to St. John by rail, the whole journey being made in a trifle less than thirty hours. Or they may come from Boston by the steamers of the International line, which takes something less than thirty hours for the passage.

By the trains of the Canadian Pacific railway, the time required to reach St. John from Montreal will, it is expected, be reduced to fifteen hours, by the time the Carnival is opened. Even at the present time, the distance from Chicago to St. John is covered in a trifle over two days and three hours. Less than three days are required to come from St. Paul and Minneapolis. The great cities of the West are nearer to us to-day than was Halifax in the memory of hundreds who are still in active business life. The city of St. John is no longer out in the cold. It is a great trade centre, and a converging point for constantly increasing travel.

The relation of St. John to other important cities, in point of time, may be seen by the following table:

Halifax to St. John,	9 hours.
Ottawa "	21 "
Toronto "	29 "
Quebec, via Intercolonial Ry., to St. John,	20 "
Winnipeg to St. John,	2 days, 16 "
Vancouver, B. C., to St. John,	6 " 20 "
Washington, D. C., "	30 "

The City As It Is.

The stranger who visits St. John in the summer of 1889 will find a busy, prosperous and beautiful city. Its public and private buildings have a look of solidity, and, in many cases, an architectural grace which must attract the eye of even the most superficial observer. Yet all the labor which has produced such substantial results in the southern part of the city has been accomplished in little more than a decade. It has been accomplished in the face of

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FOR
CARNIVAL WEEK!
AT
SKINNER'S
Carpet Warerooms,
58 KING STREET.

You can buy **TAPESTRY CARPETS** at 30c. per yard;
BRUSSELS CARPETS at $1.00 per yard.
200 PATTERNS TO SELECT FROM.

All Descriptions of HOUSE FURNISHING GOODS at LOWEST PRICES,

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MANUFACTURERS OF
BARE AND INSULATED WIRE.

Underwriters' Copper Electric Light Line Wire, handsomely finished, highest conductivity.
Copper Magnet Wire, Flexible Silk, Cotton, and Worsted Cords for Incandescent Lighting.
Round and Flat Copper Bars for Station Work.
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PATENT
"K.K."
LINE WIRE

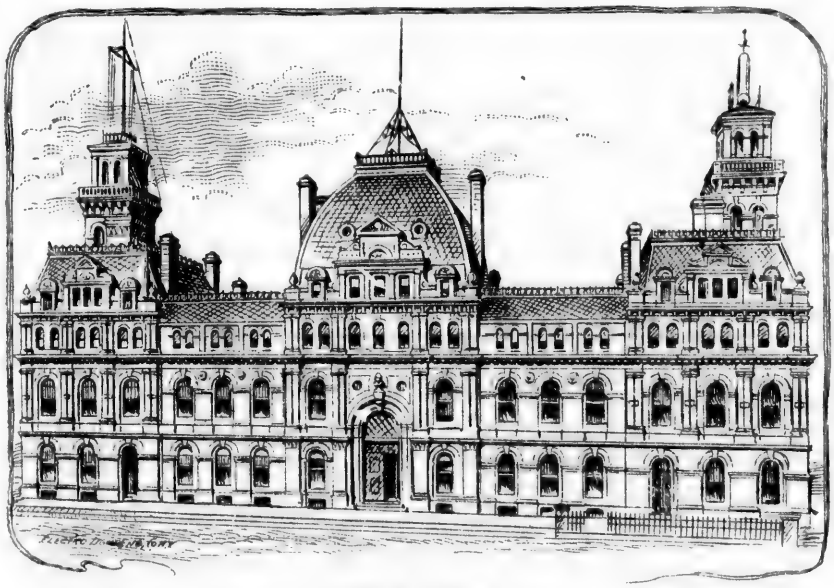
For Electric Light, Electric Railways, Motors, Telegraph and Telephone Use.
Agents for the Washington Carbon Co. Carbons for Arc Lighting.
FACTORIES, WATERBURY, CONN.

J. L. BARCLAY,
Selling Agent, The Rookery, Chicago, Ill.

THOS. L. SCOVIL,
New York Agent.

discouragements which might have daunted the bravest hearts. It is a monument of the pluck, energy and enterprise of a live people.

Between noon and midnight of the 20th of June, 1877, nearly two hundred and fifty acres of the business portion of the city were swept out of existence by fire. So sudden was the fearful destruction that scarcely anything was saved. The accumulations of nearly a century were reduced to ashes. Fortunes vanished in a breath. The rich became poor, and were reduced to the position of dependents on the charity of others. The ruin was well nigh complete. Nearly all the public buildings—the post office, custom



CUSTOM HOUSE.

house, most of the churches, and all but one of the banks—shared in the general fate. More than fifteen thousand people were rendered homeless, and nearly thirty million dollars' worth of property was destroyed. It was a terrible blow, but not a crushing one. Abundant hope and indomitable energy remained. Out of these has grown a new city—more substantial and fair to look upon than the city of former years. Only here and there are seen the scars of the great misfortune. Better still, prosperity has returned. The reaction which followed on the first enthusiasm of reconstruction led to discouragement. For a time some of those



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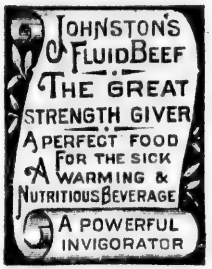
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Jones' Rice Starch,

Johnston's Fluid Beef,

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MANUFACTURERS OF FURNITURE.

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SAINT JOHN, N. B.

ENTRANCE—South Market Street, (Up Stairs.) FACTORY—East End of Union Street.

JONAS HOWE. JOHN D. HOWE.

JAMES ROBERTSON,

MARITIME SAW, LEAD AND VARNISH WORKS,

And Iron, Steel and Metal Warehouse.

OFFICE:
Cor. Mill and Union Streets, ST. JOHN N.B.

who had put their hands to the plough looked back and grew faint-hearted. This natural despondency, justified at the time by clouds which loomed on the commercial horizon, has yielded to a firm confidence in the resources of the present and the prospects of the future. Nor is this confidence a temporary enthusiasm, such as is found in the early days of mushroom cities. It is based on a substantial foundation of constantly increasing business. In the days when shipbuilding was at its height, the people looked forward with gloomy forebodings to the calamities which would follow its decline. At length the evil day came, and the future looked very dark indeed. Pessimists predicted that the city had seen its best days, and that nothing could supply the place of the departed industry. Time has proved that they were wrong. The blow was a discouraging one at first, but the people took heart again, and new, important and permanent industries have taken the place of that single one on which so much depended in former years. Nantucket and New Bedford have been at a stand-still since whaling ceased to be profitable, but St. John was not so easily checked in its onward march. The people have passed through one calamity after another, gaining greater courage with each. Their forefathers founded their city on a hilly peninsula. With incredible labor streets have been hewn out of solid rock, and the lesson thus learned of what human energy can accomplish has not been lost on the people. They have been taught that heaven helps those who help themselves. Their trials have made them more trong and self-reliant than if uninterrupted prosperity had always been their lot. The factories and workshops of to-day bear witness that the resources of the place are not confined to one or two crafts which the fluctuations of business may imperil or destroy. Every year sees more capital invested in mechanical and manufacturing enterprises. Each season finds the circle of our trade enlarged.

St. John is ambitious to be still more to the front than it already is. Its position is one which admirably fits it to be the winter port of the Dominion of Canada. This is so well known and recognized, even by the residents of rival ports, that no arguments are brought against it. The opponents of St. John rely on "influence" being used in their behalf rather than on any supposed advantages possessed by their own respective ports. It is a matter of fact that, with the completion of the Canadian Pacific Railway, the port of St. John is the most direct, safe and reliable route for mails, passengers and freight between the upper provinces and

Daniel & Boyd,

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ST. JOHN, N. B.

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The Brightest, Most Ably Edited, Most Newsy and Reliable Papers devoted to these Interests. Full and Accurate Reports of Scientific Addresses. Electrical Views from all parts of the World.

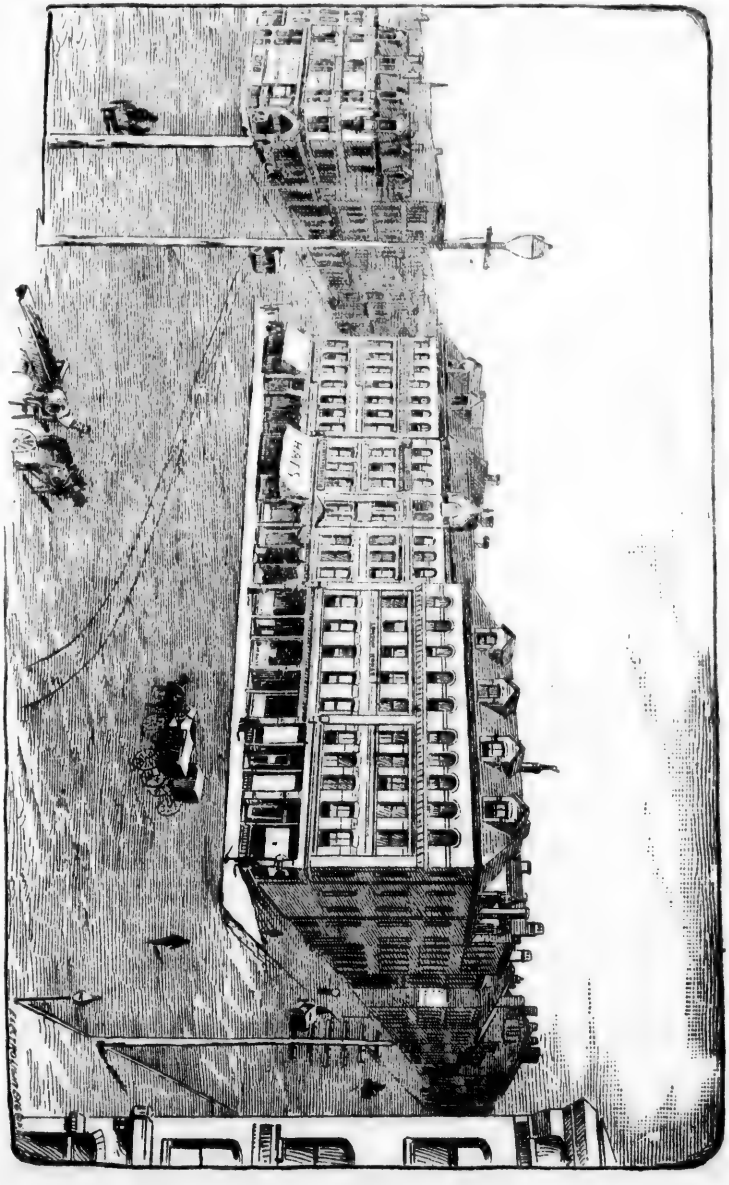
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PRICES THE VERY LOWEST.

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FRESH RAKED EVERY DAY.

FRUITS OF ALL KINDS.

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TEA, SUGAR, MOLASSES, COFFEE, TOBACCO, RAISINS, ETC.

50 KING STREET and 17 WATER STREET,

ST. JOHN, N. B.

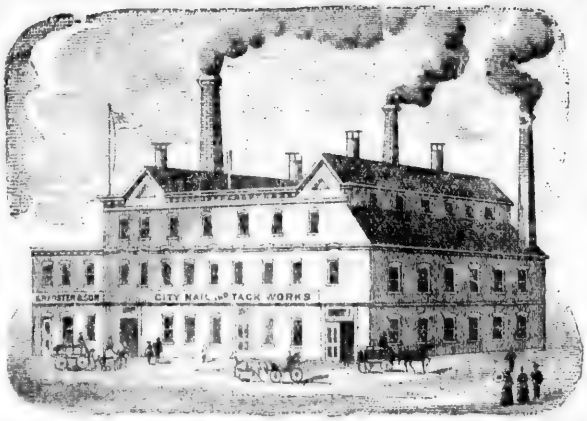
Great Britain. The harbor has a capacity for vessels of the largest size. It is the only harbor north of Baltimore which has never been frozen over, while it is absolutely safe and easy of access at all seasons of the year. It is confidently claimed, in the light of the experience of practical navigators, that the harbor of St. John is, all the year round, the safest port north of Cape Hatteras.

This splendid harbor is approached from the Atlantic by the Bay of Fundy, a stretch of water which, through ignorance and malice, has been grossly misrepresented, even of recent years. It is, in fact, one of the most secure havens in which a ship or steamer can find itself in any weather. The records of casualties in it are infinitessimal when compared with the enormous number of vessels which have traversed it in the last one hundred years. And of such disasters as there have been, the greater portion have been due to negligence, bad judgment and other preventible causes. With plenty of sailing room, good soundings, simple tides and an absence of rocks, reefs and shoals, it is as safely navigated as any bay of its size in the world. The fog is much less prevalent than strangers have been led to suppose, and any danger from that source is more than amply guarded against by the number of light-houses, steam whistles, automatic buoys and other devices, which are found all along the coast.

The average pleasure seeker, however, cares little for the business capabilities and prospects of a city which he may visit. What is of more direct interest to him is the position such a city may occupy as a summer resort, and its fitness as an abiding place for tourists. It is only of recent years that St. John has begun to come to the front in this respect. Formerly, with but imperfect media of communication, few indeed came hither in search of recreation. They were not expected. St. John did not realize what attractions it had, and no effort was made either to induce travellers to come or to properly provide for them after they arrived. For some years past, however, there has been a very marked change in this respect. Each season finds a constantly increasing tide of travel, as with each year the railway facilities are improved. The influx being expected, the hotels are prepared to do their part, and to vie with the best houses on the continent in entertaining their guests. The leading hostelries of St. John have an air of comfort and hospitality about them which is most agreeable to many who have found in some "fashionable" watering

S. R. FOSTER & SON,

Manufacturers of Steel and Iron Cut Nails and Spikes, Tacks, Brads, Shoe Nails,



Finishing Nails, Hungarian Nails, Etc., Etc.

SAINT JOHN, N. B.

JAMES S. MAY & SON,

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Flowers, Feathers, Ribbons, Laces, Etc. Parasols and Sunshades, Hosiery, Gloves, Laces, Mitts, Collars and Cuffs, Handkerchiefs, Aprons, Childrens' Overdresses, Infants' Robes, Shoulder Braces, Corset Covers, Bustles, Etc. Ladies' and Childrens' Underclothing in Great Variety.

Also the Largest Assortment of LADIES' MISSES' AND CHILDREN'S CORSETS in the City.

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Specialties: "Cold Water," "Maple Leaf" "Fairy," and "Magnet."

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FURNACE FITTING A SPECIALTY.

places an utter absence of all that savors of the comforts of home. Those who have grown weary of the artificial life of such places should spend their summers in St. John.

It may be asked what there is to see? Now, it should be remarked that the majority of summer tourists are not engaged in a frantic endeavor to see something. They want rest, recreation and change of air. Whatever they may incidentally see which is of interest to them pleases, and possibly instructs them. Whatever is beyond that, requiring the aid of guides and guide books, is apt to bore them. It is not rest, and it soon ceases to be recreation. What they want is quiet enjoyment. They can find it to their hearts' content in this vicinity.

We have no old ruins. Those in search of such sights are recommended to visit the ancient city of Quebec, or spend half a day in Halifax. We are a live, pushing people, who do not live in the past, but in the present, with our faces to the future. Whatever we may have savors of this day and generation. We have our industries and commerce, our ships and railways, our public and private edifices, our institutions and our homes. All around us is as fair a country as God has given to man. Near us, and within easy reach, are lakes and streams teeming with fish, which but wait the advent of the sportsman. A river, rivalled in beauty only by the Hudson, flows by our doors. The lover of nature may find all that can satisfy the longings of his heart. Above all, we have our glorious summer climate.

Only those who have experienced the terrible discomforts of living in places where the hot days and oppressively sultry nights exhaust every energy and make life a burden, can realize the absolute luxury of living in such a country as this. The people themselves, many of them, do not appreciate the boon. It seems so natural to them to have the sun's heat tempered by breezes from the sea, and to lie down to sound, refreshing slumber in the cool summer nights, that they cannot pity the residents of less favored climes. They mildly wonder when they hear of places where it is necessary to sleep beneath the shelter of mosquito nettings. Such inventions are unknown here, because they are needless. The mosquito and black-fly are not among the visitors to St. John in the summer season.

With such a climate there can be comparatively little disease. The situation of the city close to the sea, and enjoying cool breezes throughout the summer months, precludes the existence of fever

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BUY YOUR

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IN OUR RETAIL DEPARTMENT:

Fine Hardware, Housekeepers' Hardware,

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We Respectfully invite Visitors to City to Call. CLARKE, KERR & THORNE.

and malaria. Epidemics of all kinds are unknown. It needs but a glance at the healthy, robust women who are seen on the streets to satisfy the stranger that this country is not the nursery of



UNION DEPOT (Intercolonial Ry., Canada Pacific Ry., and New Brunswick Ry.)

invalids. "I believe that there are many places in France which are not as good as this country as regards climate," wrote Nicholas Denys, when he was here, more than two hundred years ago, and

SPECIAL NOTICE!

We are now ready to supply our

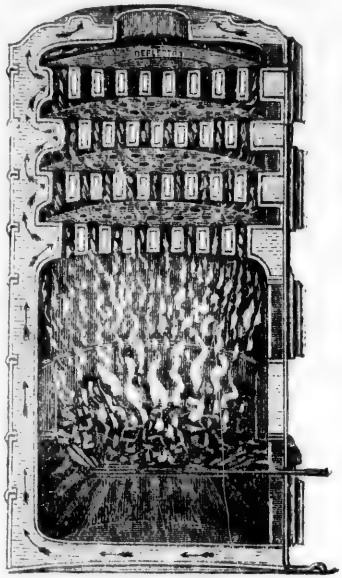
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France was then supposed to have the finest climate in the world. Denys had good judgment, and thousands of strangers since his time have given their opinion in equally favorable terms.

Places Worth Seeing.

While it has been said that the average summer tourist finds other enjoyment than listening to the oft told tales of cicerönes, or following the directions of guide books, yet a mention must be made of a few of the things most likely to interest the stranger in St. John. And first, he will want to know just how large a city lies before him.

The original City of St. John consisted of 810 acres. It has now 7,810 acres, or nearly twelve and a half miles. It has a population of at least 43,000, and according to some estimates, much more. It is believed that nearly, if not quite, 50,000 will be the record by the census to be taken in 1891. While the effect of the great fire was to decrease the number of residents to a slight extent, the prosperity of recent years has more than atoned for the temporary loss, and the increase is now both steady and rapid.

The area destroyed by the fire of 1877 included all that part of the city lying south of King street and west of Dock street. It began early in the afternoon of the 20th of June, in a bundle of hay in a boiler shop at York Point. The weather had been very dry, and the smoke of forest fires had been seen for days before. Every wooden building in the city was as inflammable as tinder, and at that date wooden roofs were to be found in large numbers. A strong north-west wind was blowing at the time, and the fire having got full headway, swept down Dock street to the Market Square. On its way it was fed by thousands of gallons of liquors, oils and other quick combustibles, which were in the large warehouses in that vicinity. The wind increased with the progress of the flames, and burning brands were carried to the southward, igniting the dry roofs on which they fell. In this way numbers of fresh fires were started, and the flames were bursting forth in all parts of the city at the same moment. An army of firemen would have been of no avail after this general destruction began. The southern portion of the city was doomed, and the only struggle worth making was to save the most valuable and portable personal effects. Even in this effort there was but little success. Many indeed succeeded in moving



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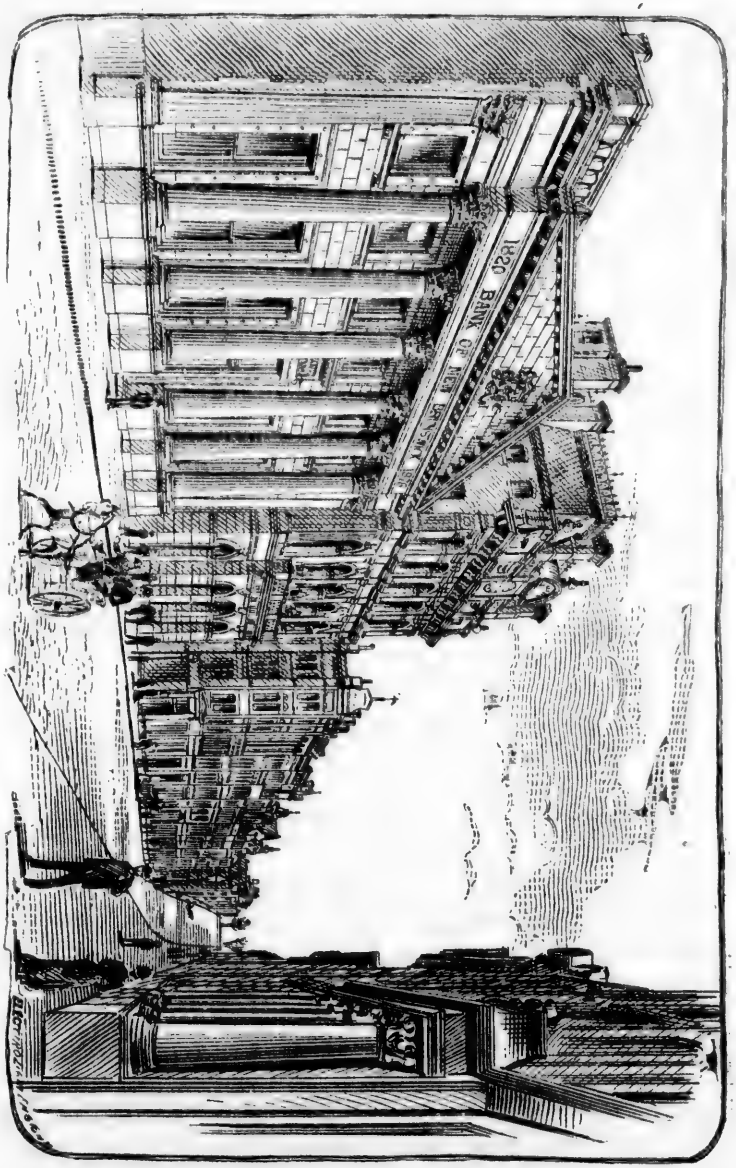
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Visitors to the City Invited to Call and See Us.

Cor. Union and Waterloo.

Branch Store Cor. Mill and Pond Sts., Opp. I. C. R. Station, St. John, N. B.

their effects from one place to another, only to see them destroyed at last. The stoutest buildings crumbled to ashes. The Custom House, which with its massive granite walls was deemed a tower of strength, burned with indescribable fury, while the granite itself became a powder which the whirlwind carried away. By midnight the work of destruction was complete. What had been a city was a waste of blackened ruins.

These ruins covered nearly all of the space originally laid off at right angles as the city proper. In the early days after the landing of the Loyalists, that part of St. John north of Union street was private property, and hence the rectangular plan has not been so closely adhered to in that district, while in that part formerly known as Portland, the presence of the huge rock, Fort Howe, has made Main street a somewhat winding way. In rebuilding the burned district any trifling irregularities which had existed were corrected. When new buildings were erected, care was taken to prevent encroachments on the street lines, and in the light of past experience, wonderful improvements were wrought. The structures were subjected to rigid inspection, with a view to the prevention of future fires, and it would be impossible now, under any circumstances, for a fire to sweep over the same area again.

Many of the buildings thus erected are of a particularly good class, both as regards construction and appearance. Notable instances of this are to be found on almost every street, either in the way of public institutions, stores or private residences. An especially good impression is gained from an inspection of King and Prince William streets and the Market Square. The latter may be called the heart of the city. From it the streets radiate to the east, south and north, while to the westward are the wharves crowded with shipping from many ports.

Leading to the eastward is King street, a broad, beautiful thoroughfare which would adorn any city on the continent. It was largely due to its great width that the fire was prevented from spreading to the north. King street contains some of the most extensive stores in the Maritime Provinces, and is the scene of constant travel and traffic by night and day. It extends across the city, from water to water, with the King Square as a green and refreshing spot midway in its length. The eastern part is chiefly occupied by private residences, and a portion of it is the highest ground in the old city. It was formerly much higher, for where now is seen a broad, smooth roadway was once a rough, high hill of solid

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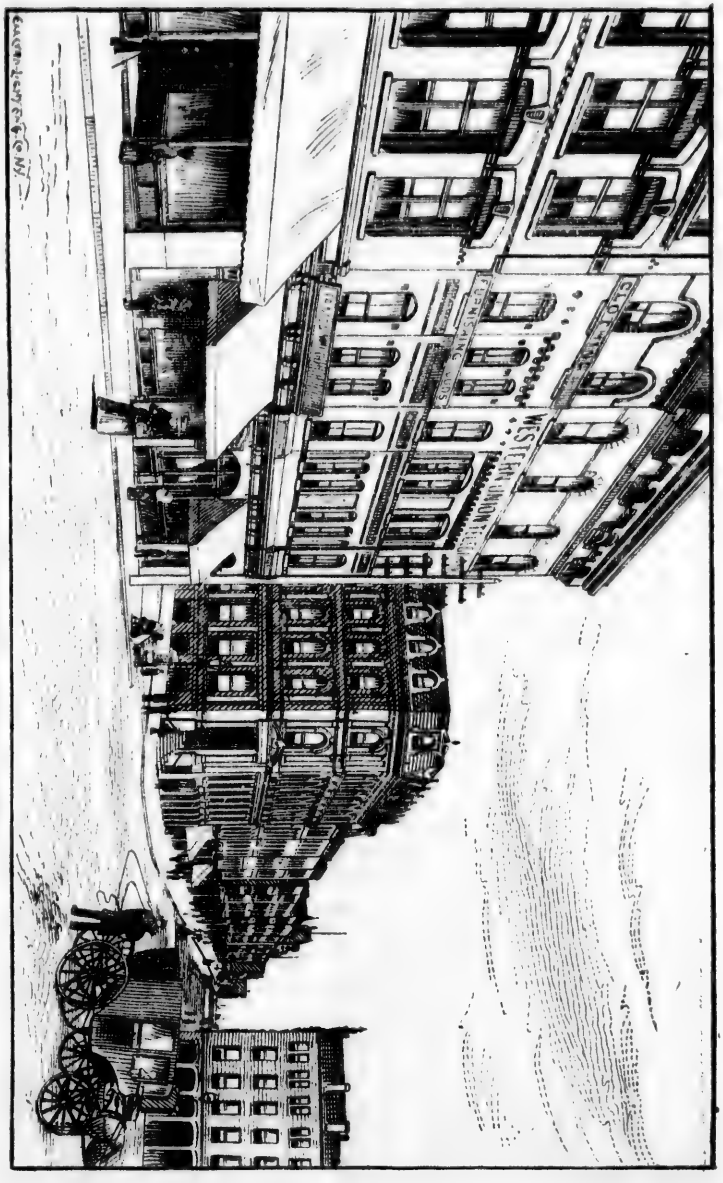
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Ottawa Beer, Ginger Ale, Soda Water, Buffalo Mead

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Will not cause the head to ache, but will refresh and make you feel cool and quench your thirst. Visitors to our City will have special inducements offered them by calling at the

MEDICAL HALL, OPP. KING SQUARE,

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Drugs, Medicines, Soaps, Perfumery, Combs, Brushes, Toilet Articles, Sponges, Etc.
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Who may desire to inspect our premises and stock, or visit our Factory.

To Buyers, every facility and inducement in our power will be offered.

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Mantles, Stoves, Tinware

and Household Hardware of Every Kind

75 to 79 Prince William and 18 to 20 Water Sts.

rock. It is one of the instances of the great labor which has been expended in making St. John what it is to-day.

Prince William street, running south from the Market Square, is another instance of the same well applied labor. In the early years it was rough, rocky and forbidding enough to have daunted even the stout hearts of the Loyalists. At its now busiest part, where the City Hall and Post Office stand, was once a mass of rock through which a narrow passage way gave scant room for a horse and cart to pass. Take the street as it is now, straight, roomy, lined with block after block of handsome, substantial buildings, and it is a thoroughfare of which the citizens should be proud. The finest building on it is the Custom House, which is not only most handsome in its finish but is most complete in all its appointments.

Parallel with this street and lying to the west of it, is Water street. It is not as fair to look upon as its neighbor, but a large amount of business is done within the tall buildings by which it is lined. Jutting off from it at every block are the wharves which form a large portion of the water front, their warehouses holding the merchandize of every land to which the ships of Britain sail.

Northerly from the Market Square is Dock street, which with Mill street, into which it leads, is one of the busiest of the great thoroughfares. It is the chief medium of communication between the northern and southern districts, and is the avenue by which all the traffic to and from three great railway systems must pass. It was widened after the fire, but even now at some hours of the day its capacity for vehicles is severely taxed.

Running eastward from the junction of Dock and Mill streets is Union street, always a busy highway, and which of late years has assumed a new and important position as a trade centre. It crosses the heads of such streets as run north and south in the original city plan, and apart from its own commercial activity is a great feeder for the sections between which it is the dividing line. Other notable streets, such as Charlotte, Waterloo, etc., will naturally attract the attention of the stranger, and will tell their own story.

The northern district is conveniently reached by the horse cars, which give a choice of two routes until Main street is gained. This is a principal business thoroughfare, and as already stated, is somewhat winding in its course. It was formerly "the road to Indian House," which is, or has recently been, Indiantown, where the river St. John touches the western extremity of the district.

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Quotations furnished and Orders promptly Executed. Coaling Steamers a specialty.

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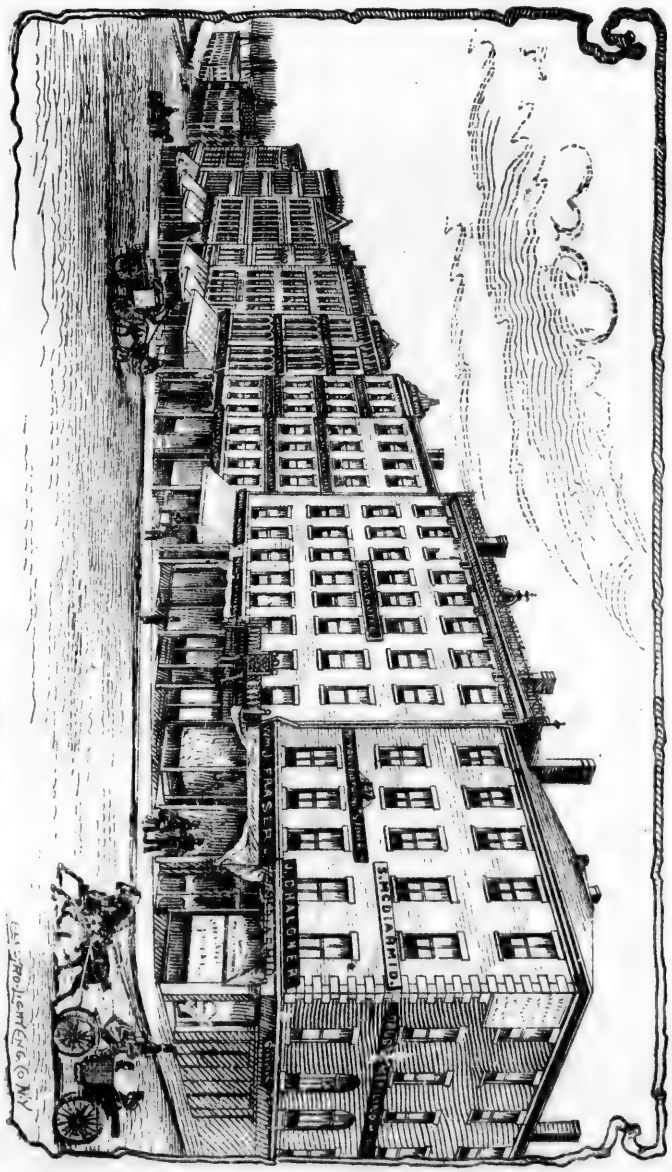
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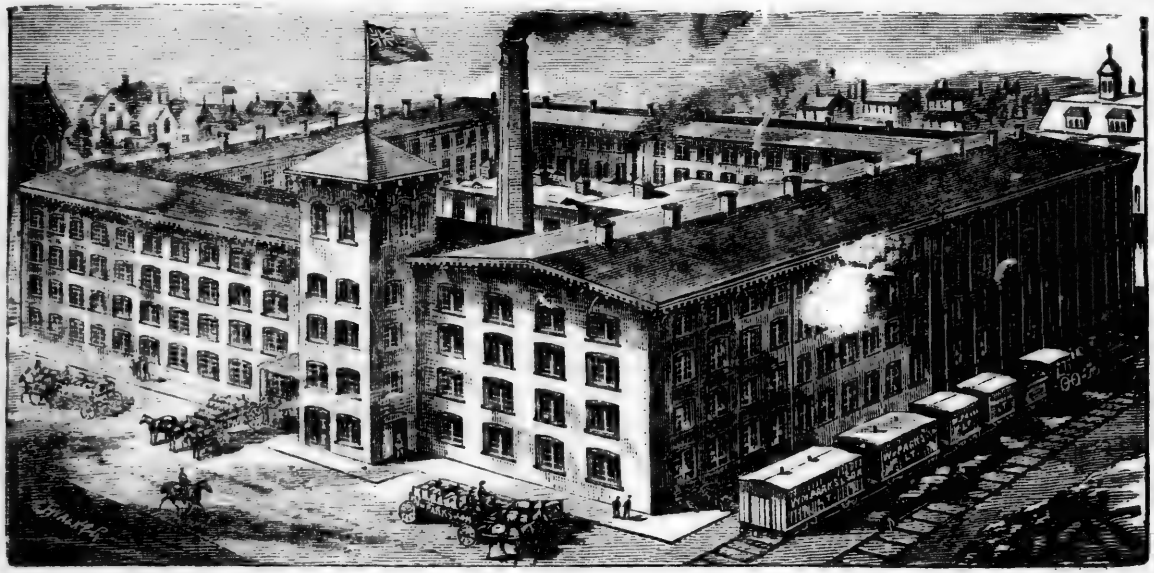
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Until the recent act of Union, Portland was a city by itself, with a municipal government wholly separate from that of St. John, though only an imaginary line divided the two. It was here that the first English settlers established themselves, in 1764, nineteen years before the Loyalists founded St. John. The rocky height known as Fort Howe was for many years occupied as a military post. In course of time it is likely to exist only in tradition, as does the Block House Hill in the southern district. The solid rock will disappear before the united energies of the people, and broad avenues will have their way where are now but rough and toilsome ascents.

To see the beauties of the northern district, one must go to the hills which lie to the north. There will be found handsome private residences, with well kept grounds, and much that is attractive in the way of suburban scenery. In this vicinity lie the grounds which will in future years be devoted to the purposes of a public park. Nature has done everything to adapt them to such a use. The contour of the land, the scenery and the presence of several beautiful lakes, give all the conditions needed for making pleasure grounds not surpassed by any city on the continent.

Across the harbor from what has been known as the city proper, is the West side. From the heights, on which are some fine private residences and grounds, excellent views of the bay, harbor, city and surrounding country may be had. On the Bay Shore are found smooth stretches of clean, beautiful beach, forming natural bathing places, which need only a slight expenditure for bath-houses, etc., to become as attractive resorts as are found at any watering place in Canada. The water of the Bay is of a higher temperature than that on the open seaboard, and the tide, warmed in its flow over the sands heated by the summer sun, will not chill the most sensitive bather. The bathing facilities to be found in the vicinity of St. John have never been extolled as they should be. Perhaps, as in the case of the climate, the citizens do not realize how many advantages they really possess.

The French fort, begun by Claude LaTour in 1631, stood on the harbor front on the West side, opposite Navy Island. The ruins can still be traced, and the spot is historically one of the most interesting in the Maritime Provinces. The story of the heroic defense of the fort by Lady LaTour, in 1645, of its capitulation to Charnisay on condition that the garrison should be spared, of the violation of this solemn pact, and the death of Lady LaTour through grief, have



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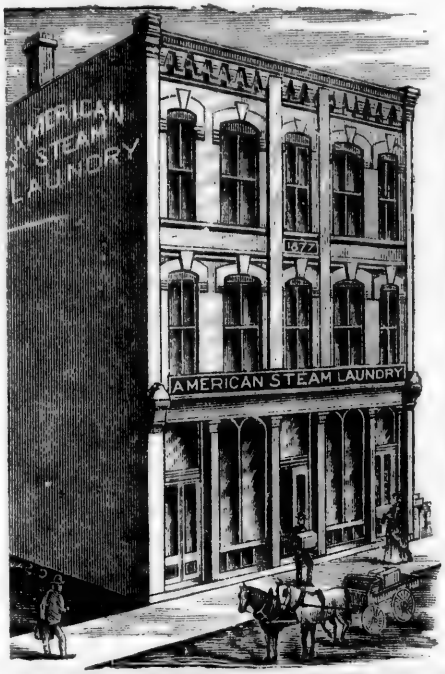
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Trains Leave Moncton	16.45
Reach Buctouche	18.53
RETURNING:	
Leave Buctouche at	7.30
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An Excursion Train Leaves Moncton for Buctouche at 8 o'clock on Sunday, Returning at 20.30.

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ARE STRICTLY HAND-MADE CIGARS.

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been told many times by able pens. It is a most touching chapter in Acadian history. The French continued to occupy this fort until 1758, when their flag was hauled down for the last time and that of England hoisted in its stead.

No sightseer visits St. John without having a look at the falls and the bridges by which they are spanned. The river St. John is peculiar in the manner of its outlet. Taking its rise among the forests of Maine, it flows for nearly five hundred miles until it mingles with the ocean in the Bay of Fundy. In its course the body of water is swollen by tributaries which are of themselves rivers of no small magnitude. At times it expands into a sheet of water more than a mile in width, and its volume receives additions almost to its very mouth. Yet all this mighty stream, draining seventeen millions of acres in Maine, Quebec and New Brunswick, is forced at its outlet through a rocky gorge but a few hundred feet in width. Hence, when the tide in the harbor is low, the water of the river, struggling to escape, forms a fall of about fifteen feet, with fearful whirlpools in which no boat could live. At high tide the fall is reversed, and the sea pours through the gorge, battling with the river. It is only at half tide, when the waters are comparatively calm, that the passage of the falls can be made in safety.

Across this gorge have been thrown two bridges—each a splendid specimen of its kind. The Suspension Bridge, seventy feet above the highest tides, and having a span of 630 feet between the points of suspension, was completed in 1853, and was at that time the fourth in size in the world. The project was conceived by one man, the late William K. Reynolds, and by his energy and perseverance was carried to completion. The bridge is supported on towers about fifty-three feet high, by ten cables, each 1,030 feet in length. The wire in them, if extended, would reach a distance of 600 miles.

Side by side with this bridge is the Cantilever, erected by the St. John Bridge and Railway Company in 1885. It is a very substantial structure, constructed almost entirely of steel, and has a main span of 477 feet, or nine feet more than the railway bridge at Niagara. Over it passes all the traffic to and from the West, by the New Brunswick and Canadian Pacific Railways.

Overlooking the falls is the Provincial Lunatic Asylum, with its beautifully arranged and admirably kept grounds. Beyond it lies the flourishing village of Fairville, which may ere long aspire to be more than a village, and become, possibly, a part of the City of St John.

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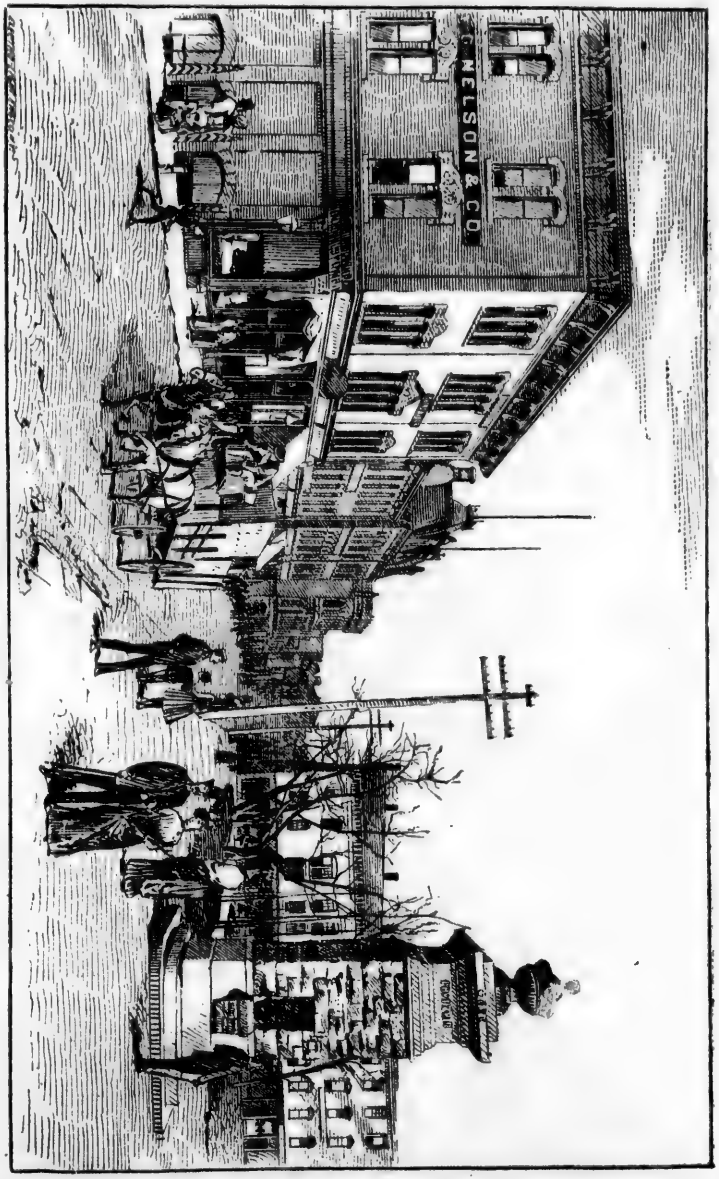
Our Dynamos are **Automatic** in their regulation, and will maintain a uniform light with all or any portion of the lights in circuit.

More Arc Lights of the **Thomson-Houston System** in daily use throughout the **Dominion than all other** systems combined.

The principal Cities in the Dominion are illuminated by the Thomson-Houston System, manufactured by the Royal Electric Company of Montreal, Quebec.

CHAS. W. HAGAR,
Manager.

☞ **Write for an Estimate before purchasing elsewhere.** ☜

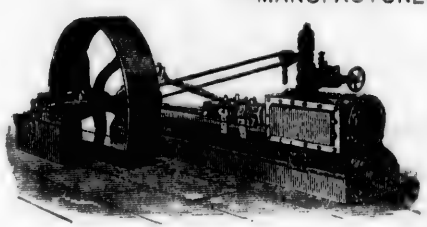


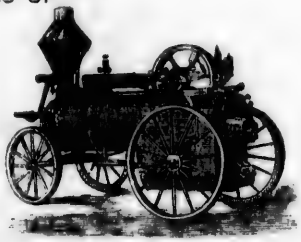
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—MANUFACTURERS OF—





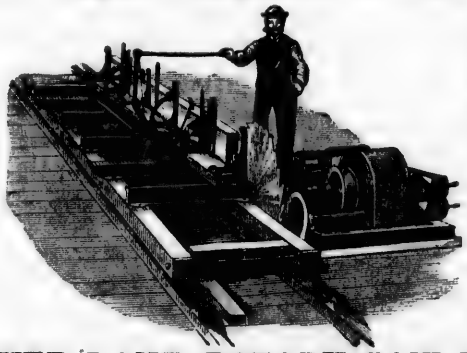
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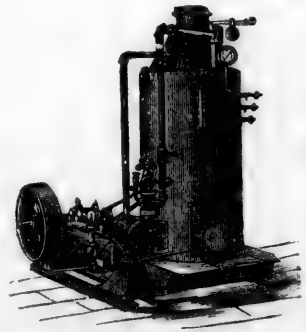
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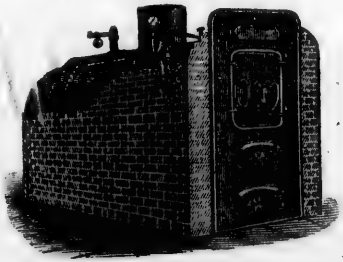


Dodge Wood Split Pulleys.

New and Second-Hand Machinery in stock at

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OF ALL KINDS.



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Above the falls the river widens, and becomes a magnificent land-locked deep-water basin, at least ten miles long, which could of itself be converted into a harbor, did the demands of commerce require it. It presents unlimited facilities for yachting and other aquatic recreations. These recreations are not confined to the waters of the St. John, for joining it is one of its finest tributaries, the Kennebeccasis, which abounds in broad stretches of water and most attractive scenery.

Of scenery, indeed, there is no lack in the immediate vicinity of the city. One may drive through the suburbs at the northern part of the city to the Kennebeccasis, or crossing the suspension bridge may take the course of the shore of the Bay of Fundy through Fairville and Manawagonish. This is a particularly good road, on high ground, commanding the bay and giving a view of Nova Scotia in the distance. The breeze from the sea is most enjoyable and invigorating. Another drive is to the eastward by the Marsh road, which offers a variety of routes to suit all tastes. The nearest place of interest is the Rural Cemetery, admirably located on gently rising ground, and in every way naturally adapted to be the resting place of those who have gone hence to return no more. Its winding walks, beautiful natural groves, carefully tended flower beds and monuments conceived in classic taste, will well repay the stranger for an afternoon devoted to this city of the dead. Should he want a longer drive, he can find no fairer spot than Loch Lomond, ten miles from the city, where he may enjoy boating, fishing, good cheer and good scenery to his heart's content. The parish of Simonds, directly east of the city, also offers some attractive drives, with an abundance of bracing sea air and a succession of glorious views of land and water.

One place which every stranger visits is Mount Pleasant, the property of Mr. Robert Reed, which, while within the city proper, is yet thoroughly rural in its character. On the way to it is the Owens Art Gallery, the only institution of the kind in St. John.

The River St. John.

In the days of old, when now forgotten races peopled the earth, the River St. John flowed to the sea as calmly as does the St. Lawrence at Quebec, or the Hudson as it nears New York. It is believed that it mingled with the harbor on the east side of the

city and that its course was through the valley which ends at Courtenay Bay. Later, by some gigantic convulsion of nature, the surface of the country was changed, the rocks were riven, and the



TRINITY CHURCH.

imprisoned river found its way through the dark, deep chasm where the falls contend with the sea to-day.

These falls, an object of wonder and admiration in our day, were to the primitive Indians a subject of reverence and awe. The mind which "sees God in the clouds and hears him in the wind," placed the abiding place of the Manitou within the whirlpools. There was in the wildest part of the angry waters a giant tree, floating upright, and held in its place by invisible means. It was there when the French came, and they described the top of it which appeared above water as being nearly as large as a hogshead. They attempted to dislodge it, but their united efforts could not accomplish the task. At times it would disappear for days, to reappear again, to the great joy of the red men, who had fear that their deity was offended and had hidden his face from them. Then they would pay homage to it, and endeavor to propitiate it by offerings of furs, which they fastened to it by means of arrows. It was to them the token and visible sign of a God who had made the earth and waters upon the face of the earth.

The falls once passed, the river becomes as smooth and tranquil as any river in the world. It is more beautiful than the majority, and by many it has been called the Rhine of America. Rev. T. DeWitt Talmage has spoken of it as "the Rhine and the Hudson commingled in one scene of beauty and grandeur." No one can realize the beauty of it until he has made the passage up or down between Fredericton and St. John. The distance is eighty-four miles, the fare only a dollar, and if desired, several round trip excursions can be arranged in connection with the railways.

The St. John comes third in regard to size among the rivers which empty into the Atlantic from the North American continent. Of the seventeen millions of acres drained by it and its tributaries, nine millions are in this province, six millions in Maine, and two millions in the Province of Quebec. From the mouth the river is navigable for vessels of 150 tons as far as Fredericton. Beyond that steamers of light draft, propelled by stern wheels, go as far as Woodstock, about 150 miles from the mouth, and when the water allows, can run to the Grand Falls, seventy-five miles further. The river is therefore practically open to navigation for 225 miles, or about half its entire length. The falls offer an effectual barrier to further progress, but above them steamers of light draft can proceed from forty to eighty miles, according to the season. The river at the falls pours through a gorge 300 feet wide, the rocks on each side rising in places to a height of 200 feet, and forms a cataract with a descent of seventy-five feet. The sight is at all

BARKER HOUSE,

FREDERICTON, N. B.

This Favorite Hotel is strictly

FIRST-CLASS.

IT is delightfully situated; provided with all Home Comforts, and Elegantly Furnished.

HEAD Quarters for Commercial Travellers, Business Men, and Tourists.

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Heating Buildings with Hot Water a Specialty.

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NO. 70 GERMAIN STREET, - ST. JOHN, N. B.

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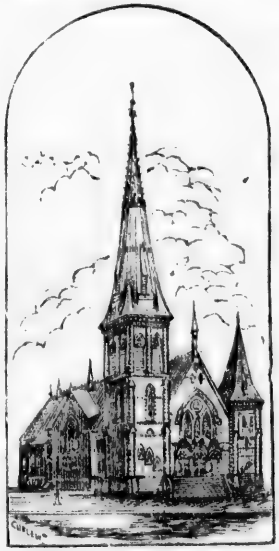
NOS. 48 AND 50 GERMAIN ST.,

SAINT JOHN, - - N. B.

times a beautiful one, but during the period of spring freshets it becomes terrible in its grandeur.

Tourists in search of a summer's outing can make a most enjoyable canoe voyage up the St. John and its tributaries, portaging around the falls and across short stretches of country to the head waters of other rivers which have their outlets in the river and gulf of St. Lawrence and the Baie des Chaleurs. A great choice of good routes is thus offered, and though the man in search of adventure may find as wild a country as he chooses, some of the journeys are so easy that ladies may, as they have done, accomplish them with comfort and safety.

Returning to the trip between Fredericton and Saint John, some of the most charming bits of scenery to be found in America may be enjoyed. Nor is this of a character to become monotonous. With every mile some new beauty of landscape is discovered, and the eye never wearies of gazing on the ever varying panorama. Rugged highlands, crowned with graceful foliage alternate with rich green fields of the wonderfully fertile intervale lands. Here and there are picturesque islands, while at times lofty mountains present their bold outlines against the clear summer sky. A day spent upon the river can never be forgotten.



ST. ANDREW'S CHURCH.

Other Pleasant Places.

A reference has been made to the Kennebeccasis River, which empties into the St. John a short distance above the city. Its lower part forms a beautiful and spacious bay, and offers magnificent opportunities for boat sailing and yachting. Steamers make regular trips to Hampton during the summer, returning the same day. Hampton is also reached by train over the Intercolonial Railway,

and on the way a fine view may be had of the Kennebeccasis River, which for many miles is side by side with the track.

One of the most attractive spots between St. John and Hampton is Rothesay, a village which consists chiefly of tasteful suburban residences occupied by city merchants and others. It is only nine miles from St. John, and is beautifully situated with respect to the river and surrounding country. Between Rothesay and the city is the famous stretch of water where so many rowing contests have been decided in past years. The most notable of these was the race between the Tyne Crew, of Newcastle, England, and the Paris Crew, of St. John, in 1871, when James Renforth, of the former crew, lost his life by over-exertion.

Westward from the city on the line of the New Brunswick Railway are such delightfully situated spots as Westfield, which like Rothesay is a favored spot for summer residents, and offers many attractions for those who seek a day's outing amid green woods and beside pleasant waters.

Taking the City of St. John as a starting point, and returning to it from time to time as a fresh starting point, a large number of places may be easily and quickly visited. Here are some of the routes:

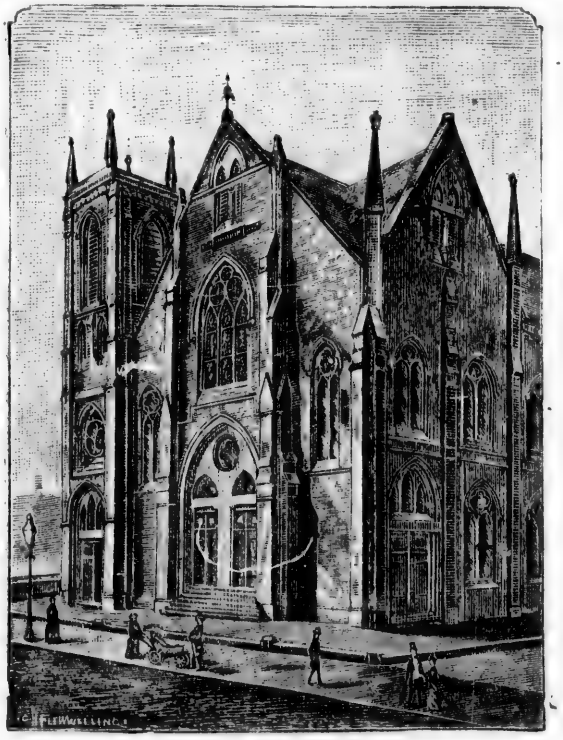
Going to Fredericton by steamer and returning by the New Brunswick Railway, or vice versa, will require two days, giving an opportunity to see something of the Capital and the flourishing towns of Marysville and Gibson on the other side of the river. The journey may be prolonged by a trip to Woodstock and Grand Falls, and instead of taking the direct route to St. John, a run over the Northern & Western Railway may be made to Newcastle and Chatham, on the North Shore. From these places St. John can be reached by the Intercolonial Railway, taking in the places of interest on the way.

Leaving St. John by the Intercolonial, the route just mentioned may, of course, be reversed, but along this line of railway itself is very much to interest the tourist. Hampton, Sussex and other thriving villages lie between the city and Moncton, and the country along the railway for nearly the whole of the eighty-nine miles is under cultivation, giving the traveller a fine succession of rural views. Moncton, the heart of the Intercolonial Railway system, has the general offices and workshops of the road, and is an active, enterprising town. Among its prominent industries are the sugar refinery, cotton factory, foundries, etc. In the river at this point,

during the period of spring tides, may be seen the tide coming up in a bore, or rolling wave several feet in height.

Not many miles from Moncton is Shediac, a favorite summer resort, and just beyond it is Point du Chene on the Straits of Northumberland, where sea breezes, boating and bathing may be enjoyed to the utmost.

Beyond Moncton, northward, is Richibucto, another summer resort, which has the advantage of a first-class hotel. Then comes the beautiful country known as the Miramichi, while still further on



ST. DAVID'S CHURCH.

is Dalhousie, a watering place which attracts many wealthy Canadians and others every season. It has an hotel which furnishes every luxury to the tourist. Dalhousie is splendidly situated on that famed and fair sheet of water, the Baie du Chaleurs. In all this country are fishing privileges which are celebrated wherever sportsmen are found, and which will receive due attention in succeeding pages.

ESTABLISHED 1828.

J. HARRIS & CO.

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NEW BRUNSWICK FOUNDRY.

Railway Car Works, PARADISE ROW.

Portland Rolling Mill, STRAIT SHORE.

PORTLAND, ST. JOHN, N.B.

Railway Cars of all Descriptions, Chilled Car Wheels,
"Washburn" Peerless Steel Tyre Car Wheels,
Car, Machine, Mill, Ship and all kinds of Castings,
Steam Engines, Mill and Other Machinery.

Nail Plate, Bar Iron, Street and Mine Rails,
Ships' Iron Knees, Hammered Car Axles, Shafting and Shapes.

THE INTERCOLONIAL RY.

OF CANADA.

THE FAVORITE AND FASHIONABLE ROUTE

FOR CANADIAN AND UNITED STATES SUMMER TRAVEL.

AND DIRECT ROUTE

TO THE FAMOUS SEASIDE AND FISHING RESORTS OF THE LOWER ST. LAWRENCE AND BAIE DES CHALEURS, AND OF NEW BRUNSWICK, NOVA SCOTIA, PRINCE EDWARD ISLAND, CAPE BRETON AND THE MAGDALEN ISLANDS.

NEW AND ELEGANT BUFFET SLEEPING AND PARLOR CARS

RUN ON THROUGH EXPRESS TRAINS.

Round Trip Tourist and Summer Excursion Tickets,

Issued between the 1st June and 30th September, and good for return up to 31st October Saturday Excursion Tickets issued at Single First-Class Fare, good going by any passenger train of Saturday, and for return by passenger trains of Monday. Thirty day return tickets issued at one and a half single fare, also 500 and 1000 mile tickets can be procured at Agencies and principal Stations of this Railway.

Illustrated Guide Books to the Intercolonial Railway,

With Maps, Hotel Lists, etc., also Time Tables, showing Rail and Steamboat Connections can be had on application to City Agents, or of

A. BUSBY,
General Passenger Agent.

D. POTTINGER,
Chief Superintendent.

Moncton, N. B., July, 1889.

By the New Brunswick Railway, excursions may be made from St. John to Fredericton, as before mentioned, and to St. Stephen and St. Andrews. The latter, for the last half century a dreamy, old fashioned town, has now come into great prominence as a watering place, with one of the finest summer hotels to be found in the Dominion. The trip to St. Andrews and St. Stephen may also be made by the steamers of the International Line, touching at Eastport, and giving a delightful salt water trip along a most picturesque coast.

One trip by water will assuredly be taken by large numbers of visitors, and that is across the bay to Digby and Annapolis. The run, in the first-class steamer now on the route, takes a trifle more than three hours, and the water at this season of the year is usually as smooth as the most delicate could desire. One may either stay at Digby or Annapolis, each of which offers many attractions, or he may proceed by rail to Yarmouth, returning the same way or by steamer direct from Yarmouth to St. John. Another excursion from Digby is by rail through the Annapolis valley and land of Evangeline, one of the pleasantest runs imaginable, and if conductor Joe Edwards is on hand, one of the most instructive as well. Halifax may be reached by this route, the city seen in a day, and a return made by the Intercolonial.

Fishing to Some Purpose.

Some of the best trout and salmon fishing to be found in America may be had in New Brunswick, and much of it is within easy reach of St. John. This enables the sportsman to make his headquarters in the city, and go to and fro as he pleases, returning whenever occasion may require. On the Intercolonial, the Miramichi, Tabusintac and Tracadie rivers are especially famed for their magnificent sea-trout, while it may be said that river trout and salmon are found in every river which empties into the Gulf of St. Lawrence. Should the tourist desire to seclude himself, he may ascend such rivers as the Miramichi, which drains over 6,000 square miles of country, and find forests where the foot of man has rarely trod. He may bury himself in the wilderness as deeply as he pleases, or he may live in an active noisy community, and in either case his rod and line need never be idle for lack of fish to catch. He is in a fish country, and

in one where, in the proper season, an abundance of all kinds of game awaits his gun as well.

The Miramichi and its branches may also be reached from St. John by the New Brunswick Railway, via Fredericton, and further up on this line is the Tobique, which has a high reputation as a sportsman's paradise. Indeed, a man who wants to go fishing may find a variety of rivers, all worthy of attention and all easily reached from the line of railway.

Westward from the city, on the Shore Line Railway, which runs from St. John to St. Stephen, is Lake Utopia, where there is excellent trout fishing, and a good deal of sport may be had in a quiet way on a number of rivers which empty into the Bay of Fundy.

Not all for Sport.

Some interesting figures obtained by the *Daily Sun* for its extra issue on the occasion of the union of the cities, show that the people of St. John, despite the temptations to enjoy themselves, are a hard working class. The discouragements which they have met and conquered have already been mentioned, and it has been told how to-day they are building on surer foundations than at any period in their history. Here are some of the ways they find to kill time:

They import nearly six million dollars worth of goods every year, and export nearly four millions worth, but this includes only the trade with other countries than Canada, and shows nothing of the large and steadily increasing volume of traffic with the other Provinces. The classes of importers which figure most largely are dry goods for the many commercial houses; iron goods for the purposes of industries and manufactures; raw cotton for the factories; steel rails for the railroads, of which there is a mile for every 250 people in the province, and which are opening up new districts every year; and coal for the use of the foundries and other industries in which steam is employed.

More than half of the value of the exports was made up of lumber, of which no less than $2,910,680 was sent abroad. In the production of this leading staple in St. John alone, some twenty saw mills are engaged, giving employment to more than 1,600 hands, and paying out over $12,000 a week in wages. The larger mills alone pay out from $1,000 to $2,000 each every week.

Yet, though "lumber is king," there are some "princes" which are not to be scorned. Since the opening up of the country manufactures of nearly every kind have increased. The St. John Cotton Mills use about $270,000 worth of raw material in a year, and have an output of the value of nearly $600,000. They employ 500 hands, and indirectly give employment to many more. About $3,000 is paid by them for wages every week.

Then there are other industries, no longer in the infant state, which were not dreamed of twenty years ago. We have car works which send their products not only through the Lower Provinces, but to the older parts of Canada, and the great West itself. Then we have foundries, rolling mills, nut and bolt works, cordage works, and a lithographic establishment, all of which have more than a local fame, and do more than a local business. The field for every line of work has been broadened, and some enterprises have so outgrown their original conceptions of their projectors and to be virtually new industries. A notable instance of this is the McAvity brass manufactory, which was started with ten hands in 1861, and will have about 180 on its roll this year. This concern did nearly $100,000 worth of business with the Upper Provinces and the West last season. One indication of the general growth is seen in the great increase of the coal trade. In 1878 less than 100,000 tons sufficed for the requirements of the whole Province. In 1888 about 157,000 tons were brought to St. John alone. The old industries have grown greater, while wholly new ones have come to stay.



CENTENARY CHURCH.

All kinds of trade have a better outlook than they had a score of years ago. In no line is this more apparent than in dry goods. The merchants have no fear in inviting the attention and criticism of visitors to the appearance of their stores or the extent and variety of the stock. Some of the finest establishments east of Montreal are to be found in St. John, and it is a capricious taste indeed which

O. H. WARWICK,

—IMPORTER OF—

ENGLISH, FRENCH, GERMAN AND AMERICAN

CROCKERY, CHINA, GLASSWARE,

AND LAMPS.

WHOLESALE AND RETAIL.

78 King Street, - Saint John, N. B.

UNION LINE.

ST. JOHN AND FREDERICTON.

Until Further notice Steamer **ACADIA** will leave Indiantown for Fredericton, Gibson and Intermediate Points, on **Tuesday, Thursday and Saturday** mornings, at **nine** o'clock, local time. Returning, will leave Fredericton on **Monday, Wednesday and Friday** mornings, at **eight** o'clock.

Daily Trips—Commencing Wednesday, June 26th, the splendid, fast and commodious steamer **"DAVID WESTON,"** the steamer par excellence of the River Saint John, having undergone very extensive repairs, being newly timbered, trussed and planked, in effect having been rebuilt, and having had extensive repairs effected to machinery and boilers, and also being elegantly furnished and painted, will take her place on the route, leaving Indiantown on **Mondays, Wednesdays and Fridays,** at **nine** o'clock. Returning, to leave Fredericton on **Tuesdays, Thursdays and Saturdays at eight** o'clock. Steamer Acadia running on the alternate days as above. Our usual popular excursions to Hampstead and intermediate points, "Out of the Hurly Burly," on Wednesdays and Saturdays, up and back same day.

Tickets to Fredericton, etc., issued on Saturday at One Fare, good to return free on Monday following.

P. S.—See our Time Tables with Map of River.

R. B. HUMPHREY, Manager.

Office at Wharf, Indiantown. Special Agency at H. Chubb's & Co.'s, Prince William Street.

JOHN MACKAY,

IMPORTER AND JOBBER IN TEAS.

ST. JOHN, N. B.

I. CHIP. OLIVE, Shipper. Address, 169 Prince Wm. St.

cannot be suited at the counters. Wholesale establishments have increased, and each year sees a wider range of territory covered by their operations. With the new fields opened by the Canadian Pacific Railway, the wholesalers of the Upper Provinces may find our merchants competing with them on their own ground.

Among the other industries are the manufacture of lime, of which about $200,000 worth is put out anually, and the trade in fish, of which some $300,000 worth is handled in the same time.

And withal, St. John is a prosperous city. With an assessors' valuation of $23, 627, 675, it has a balance of assets of $658, 116, so that it is financially solid. Its people, too, have comfortable bank accounts. Even the working classes rank in this category, for the amount on deposit in the Government Savings Bank is no less than $3,401,302, which is greater than the deposits at the Savings Bank of any city in the Dominion of Canada.

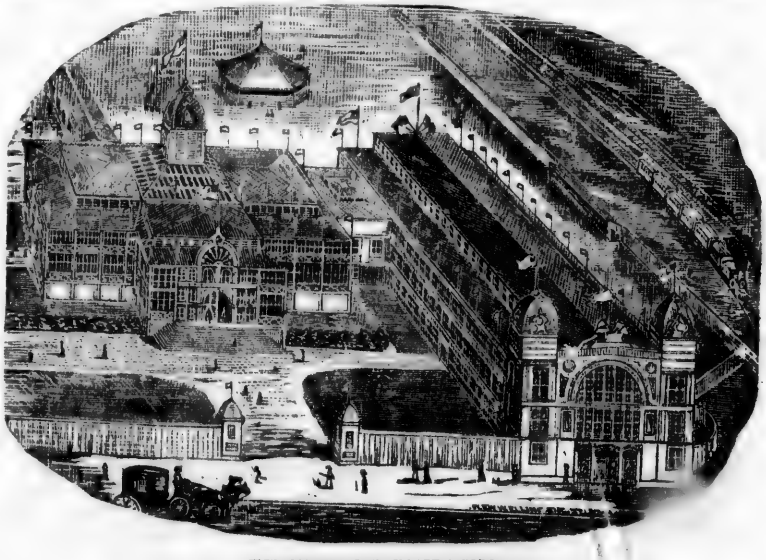
From Shore to Shore.

From the Atlantic to the Pacific, starting at St. John and ending at Vancouver, is 3,544 miles. Over this route runs the only trans-continental railway in America, and one of the best built and most finely equipped lines in the world. The best engineering skill has been employed in its construction, all the modern appliances which give speed, safety, comfort and luxury to travel are enjoyed by those who travel on its trains.

While reference has already been made to the advantages likely to accrue to St. John as the terminus of this great line, it may be well to say something of the road itself. Its construction has been the work of many years; vast sums of money have been expended on it, but the reward has come at last in the spanning of a continent, and the opening of a new gate to the East. China and Japan are brought as near to St. John as was England, its great trading country, half a century ago. When gold was discovered in California, and the adventurous argonauts of '49 left St. John for the Pacific Coast, many of them were more than six months making the

journey. When a short cut was taken by way of the Isthmus of Panama, the trip took from six weeks to two months. To-day, seven days are all that is required to take the traveller from ocean to ocean, giving him on the way all the comports and conveniences of a life of ease in the nineteenth century. Without danger, without hardship, he is transported over a country abounding with some of the most glorious scenery of the new world, waking each morning to find new subjects to excite his admiration and surprise.

Whatever is worth enjoying in the length and breadth of Canada can be reached by this line. Having seen all the beauties of the Maritime Provinces, the traveller starts from St. John on his way west. He need not rush to the Pacific. There is much to claim his attention on the way. The mountains, lakes and streams of Maine have a charm for the tourist and sportsman, which may tempt him to linger among them, but even should he not tarry, the scenery as he passes along cannot fail to please by its diversity and beauty. Re-entering Canada, he may visit the ancient city of Quebec, from thence go to the great commercial emporium, Montreal,



EXHIBITION BUILDING.

and on to Ottawa. Beyond lie Winnipeg, and other fast growing cities of the west, and at length the Pacific is reached. All that is of interest in the West and North-West of both Canada and the United States may be reached by this great road and its feeders, while the journey is pursued with all the safety, as well as all the

comfort, which can be secured by the most modern and approved appliances.

It is something to be the Atlantic terminus of such a road, and this is why St. John, its borders enlarged, its population increased, and a new era of prosperity inaugurated, intends to hold high



ST. JOHN'S CHURCH.

holiday. The celebrations will be on a scale never before attempted in the Maritime Provinces, and the full details, so far as they can be arranged in advance, will be found in the following pages.

ONE OF THE SIGHTS OF THE CITY.

MACAULAY BROS. & CO.'S

DRY GOODS STORES.

THE LARGEST AND BEST STOCK OF

DRY GOODS

IN THE MARITIME PROVINCES.

VISITORS ARE CORDIALLY INVITED

TO INSPECT OUR STOCK.

MACAULAY BROS. & CO.,

61 AND 63 KING STREET.

PROGRAMME.

First Day.—Monday, July 22.

The first Electric Exhibition ever held in the Maritime Provinces will be officially opened by His Honor Sir Leonard Tilley, Lieutenant-Governor of New Brunswick, at three o'clock in the afternoon of Monday, July 22nd. The discharge of cannon by the pressure of an electric button on the stage, will announce the fact of the opening to the public. Following this, in regular order, all the appliances will be put into operation and the great power of the present and coming age will be seen both at work and play.

From the production of a continuous mechanical motion by means of an electric current, by Faraday, in 1821, and the first electric motor, in the form of Barlow's spur-wheel, five years later, a wonderful stride in a marvellous science has been made by the human race. To attempt to describe what is to be seen at this Exhibition, and explain it as it should be explained, would be to compare the past and present at such length that the limits of a mere programme would be overstepped. The people must see and investigate for themselves. Here is an outline of some of the more conspicuous attractions:

Entering the main hall, the visitors hear the murmuring of waters, as from a mountain stream as it tumbles through a rocky gorge. It is the electric cascade, which can be best seen by taking a position near the centre of the floor. Above, in the east gallery, is a tall and finely proportioned fountain, the spray of which mingling with the many colored incandescent lights, has the effect of an immense kaleidoscope. Below the flower-encircled basin of this fountain, and extending from the gallery to the main floor, is the electric cascade, or rather, a succession of cascades. Here a crystal stream of water leaps from ledge to ledge in its descent, its outline broken here and there by jagged rocks and trunks of fallen trees. At every stage of its progress it glows and sparkles like the etherial distillations of the alchemist's crucible. The Halls of Eblis could have had no stranger sight, and the fires of the old magicians would be tame and feeble by its side. Again it is the electric light which makes this marvel. It is a mingling of

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electricity—the energy—and of the waterfall, the natural source of energy. At the bottom of this cascade is a roomy basin, sparkling in a rich green lawn and bordered by rare and fragrant exotics. The cascade and its surroundings, as well as the tropical garden, etc., were designed by A. R. Cogswell, assistant superintendent of the exhibition, and all the work has been done in St. John.

In the centre of the building is a gigantic Japanese umbrella, more than big enough to have sheltered Noah and his family on their way to the ark. This will be brilliantly illuminated by colored incandescent lights, and as it revolves will present many odd and beautiful effects. At its base are banks of ferns and flowers in all the glory of many climes.

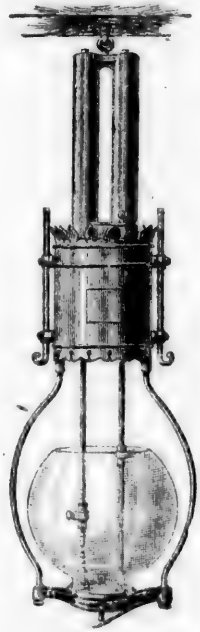
To the left, as the visitor faces the stage, a most striking effect is produced by a revolving tropical garden, consisting of terrace upon terrace of rare and beautiful plants and flowers, made more than ever brilliant by the numbers of incandescent lights placed among them. This brilliant floral trophy, continually revolving, presents each moment some new charm for the eye of the spectator. It is, in truth, nature improved by art until the most pleasing result is attained.

This is not all that savors of the Orient, and reminds us how near the Canadian Pacific Railway has brought the once distant East. There are huge and uncouth fish, monstrous frogs, shining with electricity, fans tipped with electric lights instead of gems, and many other rare and curious things. A great and solemn owl blinks with profound gravity, and even winks under the impulse of the subtile current. A stately peacock, even more brilliant than in life, parades its gorgeous plumes—and is silent. Everywhere one looks is seen something novel and attractive.

Nor is the sight alone gratified. The sound of music is heard, played by no mortal hand. A piano, apparently of its own volition, plays the most difficult selections, while an organ, by a like invisible agency, fills the building with its sweetly solemn sounds.

Fronting the audience, at the west end of the hall, is the raised platform which will be occupied by the Governor, his suite, and distinguished guests. At the rear of this a floral display reaching high above the heads of all, and making a most beautiful and effective background. Above is a large arch, on which appears the name of Edison, in letters formed of incandescent lamps. Surmounting the whole is a life-sized bust of that great inventor, the wizard of the nineteenth century.

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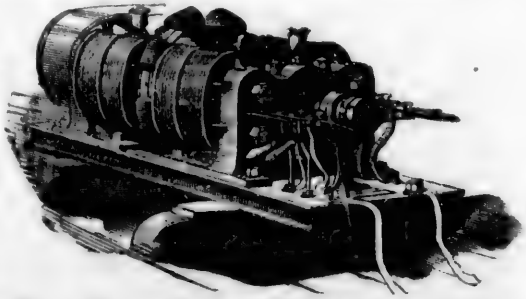
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Selling Agent, - - - Saint John, N. B.

Manchester, Robertson & Allison will contribute a very handsome decoration for the west end of the hall, to be lighted by the Edison light.

The official opening will be followed by a band concert, during which the visitors will have an opportunity to promenade the floors and see the machinery in operation. Starting from the cascade and keeping to the left, the first thing to attract attention will be the operations of J. R. Woodburn's exhibit, where candy is made by the aid of electric motors and electric stoves. Beyond this are three bays of the Brush Electric Light Co., in which are shown their dynamos, arc and incandescent lamps, etc. Two of these bays will be furnished and decorated by Harold Gilbert, to represent apartments in a modern home where electricity is applied to domestic uses. Next come two bays occupied by John Starr, of Halifax, showing dynamos, telephones, motors, etc., and the Lahmeyer system of electric lighting. Also the Law telephone system, the instruments for which are furnished by the Federal Telephone Company, of Montreal. Then come all kinds of wires, cables, etc., shown by Holmes, Booth & Haydens, of Waterbury, Conn.; John A. Roebling's Sons Co., of New York, who also show a large picture of the Brooklyn bridge, of which the late John A. Roebling was chief engineer; the Standard Underground Cable Co.; and Middleton & Meredith, of Montreal.

Passing the stage and returning on the north side of the building, the first three bays are occupied by the Edison Electric Light Co., which has about 600 incandescent lights around the building, with two Sprague motors and a great variety of fixtures. These bays are furnished to represent household apartments, by A. O. Skinner and J. White, respectively. The electroliers (successors to the chandeliers of former days), brackets, etc., are supplied by Bergmann & Co., of New York.

These are the most elegant fixtures ever seen in this part of the world, and the exhibit is valued at thousands of dollars. A single electrolier, valued at $600, fairly dazzles one's eye with its masses of crystal, reflecting the splendor of electric light on thousands of sparkling surfaces.

The Canadian Electric Manufacturing Co., of Amherst, N. S., comes next in order, with an exhibit of general electrical goods, consisting of dynamos, storage batteries, and many other articles. Then comes the bay of the Electric Gas Light Co., of Boston, showing gas lighting apparatus, electrical and general supplies.

Beyond this is the exhibit of James Hunter, of St. John, who represents the Ball Electric Co. and other Boston houses, and displays a great variety of general electrical supplies.

One of the most important, as well as most interesting, exhibits will be that of the Thomson Electric Welding Company, of Boston. By this wonderful process, metals of all kinds, from fine wires to ponderous steel bars, are solidly welded by the use of electricity. The method is claimed to be scientifically perfect, and yet the mechanism is so simple that a child can understand it. It is believed that this machine is destined to exert a most important influence on the metal interests of this country, as its utility is so apparent and its method of operation is so radically different from any welding process heretofore in use. The principle of working is that currents of electricity are made to pass through the abutting ends of pieces of metal that are to be welded, thereby generating heat at the point of contact, while at the same time mechanical pressure is applied to force the parts together. By this process a complete union is effected, and the structure of the metal at the joint is the same as elsewhere in the bars. The many advantages of this method will be readily apparent to any man of mechanical nature, and the variety of uses to which the process may be applied are almost endless.

Other exhibitors, not of lesser importance, but not assigned definite space at this early forecast of the arrangements, are as follows:

American Electrical Works, Providence and Montreal, cables, wire, etc.; National Galvanic Battery Co., Cleveland, O.; Hibbard & Co., Montreal, wire and electric goods; Knudson & Ellsworth, acoustic telephones; Holtzer & Cabot, Boston, electrical house and general supplies; Robinson & Foster, Boston, electric motors; Prince Edward Island Railway, electric semaphores; N. B. Telephone Co., telephones, etc.; H. B. Cox & Co., New Haven, gelatine and medical batteries.

Among the loan exhibits are some valuable curios and mementoes. T. C. Martin, of New York, sends the bust of Edison and cable samples; Joseph Wetzler, of the same city, furnishes a bust of Morse, while Prof. P. H. VanderWeyde contributes an old Morse relay and a collection of photographs taken by aid of the electric light. One of the most interesting things is the smallest telegraph sounder ever made, sent by J. H. Bunnell & Co., New York. A. A. Knudson, manager of the exhibition, loans a print-

ing telegraph instrument of his own invention, and a collection of cable samples, etc. The Century Publishing Co. sends a piece of wire used by Professor Morse in his first telegraph line. Professor Vander Weyde also sends one of the first electric motors ever used in America, which, by the side of one of the wonderful motors of the present day, will show what remarkable progress has been made by electrical science in the course of a few decades.

The Leonard Ball Automatic Cutoff Engines, furnishing power to drive the dynamos, are from the works of the well-known firm of E. Leonard & Sons, London, Ont., who are represented in Maritime Provinces by Geo. H. Evans, branch warehouse and office, 62 Water Street, St. John. The several electric light companies participating in the display being desirous of having their dynamos driven by the Leonard Ball Automatic Engine for the reason of its extremely fine regulation and good governing properties, the committee were fortunate in securing those admirable engines.

The windows of the building have been darkened, so that the electric light will be seen at equal advantage by day and night. At all times it will be most brilliant, for it sends its effulgence from every point and corner. Apart from the illuminations of the various exhibits and ornamental pieces, each of the eleven overhead arches has fifteen incandescent lights and an electric drop lantern depending from it, making no less than 176 bright particular stars, in addition to the various electroliers, some with eighteen and twenty lights each, between the arches and in the galleries.

F. A. Barr of Montreal, representing the Edison company, has been steadily at work from the outset, and the Edison display in the various departments will be most elaborate and complete. Some idea of the extent of its operations may be gathered from the fact that this company's plant in the building, exclusive of the Bergmann electroliers, is valued at upwards of $15,000.

The art gallery, in charge of John C. Miles, will have a choice collection of the works of American and Canadian artists, and will be lighted by the Edison Company.

Among the machinery will be a printing press worked by electricity. Indeed, everything which moves, even to the baton of the bandmaster, will be influenced by that great and seemingly magic force. New features, now existing in contemplation, will be added from day to day.

The ticket office will be in the stone barrack building, and tickets will also be for sale at many stores throughout the city.

The Gripsack,

St. John, N. B.

* * * * * *

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IN THE MARITIME PROVINCES.

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WHITEBONE & CO.,

WHOLESALE AND RETAIL DEALERS IN ALL KINDS OF SMOKERS' SUNDRIES.

CITY MARKET BUILDING, 45 CHARLOTTE STREET, ST. JOHN, N. B.

The Exhibition will be continued during the afternoon and evening, and the afternoon and evening of every day until the 31st.

Other attractions about the city during the day will be a procession of the temperance organizations in the morning, dramatic performance at the Lansdowne Theatre, and a first-class minstrel show at the Mechanics' Institute in the evening. These entertainments will be continued at both places every evening during the Carnival.

A well appointed restaurant, in charge of an experienced caterer, will be open on the main floor at all hours while the Exhibition is in progress. In addition to this it is expected that a blizzard milk-shake, exhibited by C. W. Parker, will furnish cool drinks to the thirsty.

The sports on the various grounds will also be inaugurated on Monday afternoon, with games of base ball. The St. John and Waltham, Mass., will meet on the Cricket and Athletic grounds, while the Thistles and Franklins, of the Junior League, will have a contest on the Shamrock grounds.

Second Day.—Tuesday, July 23.

At 9.30 a. m., the athletic tournament will begin on the grounds before mentioned. The St. John and Toronto Cricket Clubs will play on the C. & A. grounds, and the Shamrocks and the Bath, Me., teams on the Shamrock grounds.

At. 2 p. m., one of the great events of the week will begin. This is the mammoth trades procession, in which nearly all the crafts and occupations will be represented. George H. McAvity will be chief marshal, with W. W. Clarke as assistant marshal, and a large staff of aides. The many features of this great procession cannot be foretold at the present time, but some of them, as now arranged, are given below. The order of procession will not be arranged until a later date than the present.

The tailors, who date their trade from the fall of man, will march on foot, clad in black, carrying a banner bearing the device of Adam and Eve on one side and the tailors' arms on the other. They will number about 80 men.

The tinsmiths, in uniform, will appear in wagons, giving an exemplification of their work as the procession moves. About 50 will report.

J. & A. McMILLAN,

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CHARLES E. REYNOLDS,

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GOODS IMPORTED TO ORDER. REPAIRING PROMPTLY ATTENDED TO.

CORNER OF WATERLOO AND UNION STREETS, ST. JOHN, N. B.

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22 CHARLOTTE [illegible], ST. JOHN, N.B.

The Chief Sporting Headquarters in the City.

FIRST-CLASS DINNERS SERVED TO ORDER,

Dining Room Capable of Seating 150 People. Meals at all Hours.

Pool & Billiards, Shooting Gallery, Temperance Drinks, Cigars, Etc.

R. J. WILKINS, - Proprietor.

The bakers will be in smaller numbers, but the process of the manufacture of bread, biscuit, cakes, etc., as shown by them, will be of great interest to the spectators.

The plumbers will march on foot, it being difficult for them to exemplify their great achievement — making up bills.

The trunk makers will have wagons and show specimens of their work.

James Harris & Co. will have more than 400 men in line, employes of their car works and rolling mill. Their display will be most interesting and instructive. They will show the fac simile of the first railway carriage used on a passenger line in England, and in striking contrast to it, one of the superb and luxurious cars of the present day. The men from the rolling mill will be on a large truck showing as near as possible some of the processes of their daily labor.

William Hazelhurst, founder, will also show the people the way in which work is done at his establishment.

T. McAvity & Sons, brass works, are making elaborate preparations for a display worthy of the reputation of their flourishing industry. They will have about 150 men at work and in line.

The New Brunswick Granite Works will have about twelve teams in line, and will show every process connected with the working and finishing of their famed and beautiful stone.

S. R. Foster & Son will have eight or ten teams, showing the process of making nails and tacks. All the employes, about 100 in number, will attend, and all the machinery which it is possible to work under the circumstances will be in full operation.

A. M. Magee will have a float on which will be men in blue uniform, busily engaged in laying block and asphalt sidewalks and in the work of roofing. They will be accompanied by the colored fife and drum band.

T. S. Simms & Co. will show how brushes, etc., are made, with a full staff of skilful operatives.

Price & Shaw, Crothers, Henderson & Wilson, and Kelly & Murphy, respectively, will show some of the best specimens of their handiwork in carriages and vehicles of various kinds.

J. & A. McMillan will illustrate the various processes of printing and book-binding.

The Nut and Bolt Works intends to make a good display, and to have a large number of employes in line.

Foley Bros. will exhibit a pottery in active operation.

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DURING THE CONTINUANCE OF THE SUMMER CARNIVAL

We will Make a Special Discount of 10 Per Cent to Purchasers

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SPORTING GOODS.

Bicycles, Cricket and Base Ball Bats, Archery Bows, Fishing Rods and Baskets, Hammocks, Etc.

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PURSES, WALLETS, BAGS, LETTER CASES, CIGAR CASES, CARD CASES, PHOTOGRAPH STANDS, ALBUMS, FANCY GOODS, OPERA GLASSES, BRASS INK STANDS.

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Bibles, Church Service, Prayer and Hymns, A & M in Morocco Case, Anthem and Choir Music Books.

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GAS LIGHTING, FIRE ALARMS,

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AND PUT UP COMPLETE.

Orders for Electrical Goods can be left at my Exhibit, or at my Store,

88 PRINCESS ST., SAINT JOHN, N.B.

N. B.—Any information regarding Sales of Exhibition Goods, can be had from me.

Thos. McCready & Son and O. V. Troop, manufacturers of vinegar, will also have a display with teams.

A. Isaacs will have two teams, one of which will show the way in which cigars are made. The other will be an advertising display.

Among other special exhibits will be those of the St. Croix Soap Works, Vapor Gas Light, represented by Thos. Ellis, and a display by the Maritime Saw and Lead Works.

A miniature locomotive will be one feature of the procession.

The painters, to the number of 100 or so, are preparing to make a display which will be both artistic and effective. The shoemakers, cabinet makers, boiler makers, printers, and others will also be on hand, but have not yet determined on the special features of their respective displays.

The procession will be accompanied by an ample number of bands of music, and the route, to be determined upon hereafter, will be such as to afford all classes an opportunity to see and enjoy its many features of more than ordinary interest.

The festivities will conclude with a pyrotechnic display on the grounds attached to the Exhibition building. The Exhibition itself will be in full operation.

Third Day—Wednesday, July 24.

In the morning the games between the St. John and Toronto cricket teams, begun on Tuesday, will be continued on the C. & A. grounds. On the Shamrock grounds a game of lacrosse will be played in the afternoon between a team of Caughnawaga Indians and a St. John team under Capt. Bell.

The Indian names of the players, with the English meanings are as follows:

Ka-we-ni-io, - - -	Good Island.
Ka-nen-to-ton, - - -	Planted Palm.
A-on-tsa-ka-re, - - -	Earthquake.
To-ka-ron-la-ke, - - -	Two Clouds.
Io-ra-kwen-ton, - - -	Hanging Sun.
Katsien-ha-ien, - - -	Council.
Ta-sen-non-tie, - - -	Running Name.
Ken-ni-wen-ni-ta-ha, - -	Small Month.
So-ron-ia, - - - -	Thick Bleu.
Nio-he-ra-sa, - - - -	Small Corn.
Sa-ko-wi-he, - - -	Distributor.
Son-ta-ri-ia-kon, - - -	Cross River.

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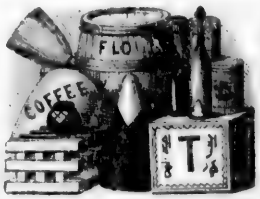
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CHINA TEAS,

ST. JOHN, N. B., CANADA.

The team will be in charge of Captain L. F. Jackson, who commanded the Indian (boatmen) contingent of Caughnawaga on the Nile Expedition for the relief of General Gordon at Khartoum, in 1884–5. He had fifty men under him at that time. He received a medal and clasp from the British government and a bronze star from the Khedive of Egypt, and will wear these decorations on the lacrosse field.

Five of the team have played before the Prince of Wales, in England, and also appeared on the field in Ireland and Scotland with the Montreal team, in 1883. They will wear their feather head-gear, and some splendid playing may be expected.

The first horse races of Carnival week will be begun at three o'clock at Moosepath Driving Park, and will be as follows:

3 MINUTE RACE, purse,.....		$150 00
2.40 CLASS " "		200 00

In the evening, there will be a marine and pyrotechnic display in the harbor. This will be a very brilliant affair. All kinds of vessels and boats, gaily decorated and brilliantly illuminated, are expected to take part. On the broad and beautiful haven they will have ample room to manœuvre, and the sight as presented to the spectators on the adjacent shores will be striking in the extreme. On the high hills in the vicinity an abundance of fireworks and artificial lights will add a splendor which will never be forgotten.

Fourth Day — Thursday, July 25.

St. John and Fredericton base ball clubs will play on the C. & A. grounds in the morning, and the Caughnawaga Indians and St. John men will occupy the same grounds with lacrosse in the afternoon. The Shamrocks will meet Ottawa base ball players on the afternoon.

The great event of the morning will be the Carnival parade, which will be one of the most picturesque processions ever seen in America, outside of New Orleans and St. Louis. Many of those who are preparing the most elaborate tableaux are anxious to surprise the public as much as possible, and fo this reason no attempt is made to describe any of the features of which the parade will consist. Briefly stated, all kinds of allegorical tableaux may be expected, as well as many elaborate designs showing what our

country has been, what it is and what it expects to be in the future. Huge floats, brilliant in color and grotesque in design, will be manned by hundreds of quaintly costumed men and boys, while each organization will strive to excel its neighbor in originality of design and completeness of execution. One thousand boys, uniformed and equipped, will march in military order as an accompaniment to the procession. The parade will be in charge of W. W. Clark, marshal, with Geo. H. McAvity as assistant marshal, and a large staff of efficient aids.

In the evening, the same parade will be made by torchlight, the effect, perhaps, exceeding that produced in the light of day.

Races at Moosepath Driving Park will begin at 2.15 in the afternoon, and will be as follows:

2.45 CLASS RACE, purse,.....		$150 00
FREE FOR ALL "		250 00

Running Race for Provincial Bred Horses, for Citizen's Cup, value $150.00 and entrance money divided. Entrance, $5.00.

Fifth Day — Friday, July 26.

Fredericton and Moncton base ball clubs will occupy the C. & A. grounds, and the Shamrock and Houltons will meet on the Shamrock grounds.

The Electric Exhibition will be in progress as usual during the day and evening.

During the evening there will be a pyrotechnic display and illumination on an extensive scale. It will be given on the exhibition grounds, on flotillas in the harbor, on Partridge Island, the breakwater, and the heights of the West Side.

Sixth Day — Saturday, July 27.

The exact arrangements for base ball and cricket matches on this day have not yet been made, but it is intended that the closing of the week will be marked by games of even greater interest than those of the previous days.

The following is the programme of the Carnival Regatta to take place on the harbor, beginning at 9.30 o'clock:

1. **Sloop Race,**.....Entrance Fee, $3.00.
1st Prize, $65.00; 2nd Prize, $20.00; 3rd Boat to save Entrance Fee.

2. **Amateur Single Sculls,**.....Distance, one mile and half with turn.
Prize, Medal to Winner.

3. **Amateur Canoe Race,**.....Distance, one mile with turn.
Prize, Pair of Paddles.

4. **Fisherman's Race (with Net),**.....Distance, one mile with turn.
(Entrance Fee, $2.00.)
1st Prize, $30.00; 2nd Prize, $15.00.

5. **Professional Single Sculls,**.....Distance, three miles with turn.
(Entrance Fee, $5.00.)
1st Prize, $40.00; 2nd Prize, $15.00.

6. **Amateur Four Oars,**.....Distance, three miles with turn.
(Inrigged Boats.)
Prize, Medal to Each Member of Winning Crew.

7. **Canoe Race,**.....Distance, one mile with turn.
(Open to Indians only.)
1st Prize, $10.00; 2nd Prize, $5.00; 3rd Prize, $3.00.

8. **Professional Four Oars,**.....Distance, three miles with turn.
(Inrigged Boats; Entrance Fee, $5.00.)
1st Prize, $150.00; 2nd Prize, $50.00; 3rd Boat to save Entrance Fee.

No second prize will be given in any race unless more than two boats compete, and no third prize unless more than three compete.

At 2.15 p. m., the running races will begin at Moosepath Driving Park, and will be as follows:

1st Race, Maiden Plate,.....Value, $40 00

For Maiden Ponies, 14.1 and under, top weight, 154 lbs.; 4 lbs. allowed for every ½ inch under. Gentlemen Riders. First, $30; second, $10. Entrance, $4.00.

2nd Race, St. John Stakes,.....Value, $150 00

For all Horses and Riders, one mile heats, best 2 in 3. Half-breds to carry weight for age; thoroughbreds 10 lbs. extra. First, $100; second, $30; third, $20. Entrance, $12.00.

3rd Race, Pony Flat,.....Value, $70 00

For Ponies 14.1 and under, one mile on the flat, top weight 161 lbs.; 4 lbs. allowed for each ½ inch under. Gentlemen Riders. First, $55; second, $10; third, $5. Entrance, $5.00.

4th Race, Provincial Race,.....Value, $80 00

For Horses bred in Maritime Provinces, one mile on the flat. First, $60; second, $15; third, $5. Entrance, $6.00.

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5th Race, Pony Hurdle,.....Value, $50 00

Handicap for Ponies 14.1 and under, one mile over 4 hurdles. Top weight, 161 lbs. Winners of No. 3 to carry 7 lbs. extra. Gentlemen Riders. First, $35; second, $15. Entrance, $5.00.

Consolation Race,.....Value, $25 00

For Ponies starting and not winning at this meeting, to carry weight for inches. Will be given in case any of the above races do not fill.

The conditions governing the races of this and other days are:

All trotting races will be governed by the rules of the NATIONAL TROTTING ASSOCIATION, of which the above Society is a member.

The running races will be governed by the rules of the American Jockey Club.

Entrance money in the trotting races will be 10 per cent. of purse, payable 5 per cent. with nomination and 5 per cent. the evening before the race.

Trotting races will be in harness, mile heats, best 3 in 5.

In all races five to enter and three to start.

In all running races over-weights allowed if declared.

Purses in trotting races will be divided 50 per cent. to first, 25 per cent. to second, 15 per cent. to third, and 10 per cent. to fourth.

A horse distancing the field will receive first money only.

Concerts by various bands will be given on the King Square Saturday evening, and the day will conclude with a grand display of fireworks.

The citizens will illuminate their houses and places of business during the evenings of the week on which special events take place.

Fireworks displays will also be made on various evenings from the heights of the North End and West Side, and there will be band concerts on the different city squares.

The Electric Exhibition will be open every afternoon and evening from July 22 to July 31. It will be the permanent and enduring attraction from the beginning to the end.

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P. S.—Estimates furnished on application to F. A. Barr, at Electrical Exhibition Building, St. John, N. B.

Where to Spend a Carnival Day.

In the preceding pages reference has been made to the wonderful strides which St. John has made in certain lines of business, and notably in the dry goods trade. No stronger proof of this can be shown than will be found by a visit to the great establishment of Manchester, Robertson & Allison, by all odds the most complete establishment of its kind in the Maritime Provinces. What Jordan, Marsh & Co. are to New England and what A. T. Stewart was to New York, this house is to the provinces by the sea, and each year sees a wider range of country covered by its operations.

Everybody who spends a day in the city knows where the establishment is located, the site being one of the best on the broad thoroughfare of King Street. The exterior, however, gives no indication of the size of the premises, which can only be realized by a visit, such as thousands of those who attend the Carnival are likely to make. And here it may be said that visitors will be cordially welcomed and shown every attention during Carnival week. Whether they buy anything or not they will find much to interest and instruct them in the various departments.

The four large flats, so great in area that they extend far into the block and in the rear of other buildings on King Street, contain a stock which for extent and variety has no equal this side of Montreal. Every line of goods is complete, yet in every department the system of arrangement is so perfect that any article can be found in a moment. It is, indeed, the only way in which such an immense stock can be made available, but no one who has not inspected the plan of arrangements can have any idea of how near perfection such a system can be brought.

And so it is with the 160 employes and their duties. Everyone knows his or her place and duties and attends to them. In this way hundreds of customers can be served with less trouble than a dozen in an establishment where things are slipshod and movements are made at hap-hazard. An incredible amount of business is thus done without any appearance of hurry, and such a thing as confusion is absolutely unknown. All the appliances which tend to lighten labor and make quick despatch have been adopted. Cash boys and girls have given place to the most perfect system of cash

T. B. BARKER & SONS,

WHOLESALE DRUGGISTS.

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J. W. DICKERSON, }
J. B. O'HARA, } .....Associate Editors.
A. C. DURBOROW, JR., ...Business Manager.

carrying railways, and noiseless elevators give quick and easy communication between the various floors.

Apart from the wonderful order in which every department is kept, the visitor will be pleased with the roomy and well lighted apartments which meet his eye at every turn. Everything is seen to its best advantage, while the health and comfort of the employes is made a prime consideration. Neatness marks everything, from the silk room to the quarters of the teamsters. There are four of the latter, while two carpenters and an engineer are kept busy from morning to night.

The principle of the establishment is that the great things of life are the sum of little things. Hence the scrupulous attention given to apparently trifling details. So it is in the dealings with customers. All classes are given the most careful attention, and as much care is taken to please the purchaser of trifles as to suit those whose orders are given without regard to cost. Whoever requires to be served is sure to be served well. More than that, there is but one price for all.

It would be no small work to give even an outline of the various lines of goods kept in stock. There seems to be everything that the heart of man or woman can desire in the way of dry goods and all that the term implies, which is much more than ever entered into the dreams of the dry goods men of former days. The stock, too, is always fresh, and if a supply runs low it is replenished by the agency of a private cable code, in ten or twelve days.

Ladies who visit the store will find much to attract them among the complete line of silks, dress goods, carpets, gloves, hosiery and ribbons. Linens and flannels will also be shown to them in great variety, and there is apparently no limit to the kinds of house furnishings which can be shown them. They will find mantles and jackets of every style, made on the premises, and they will probably be astonished at the immense quantity of hosiery and underwear, made in special shapes to suit the particular trade of the establishment. All kinds of needs are anticipated in this as in other things, for the heads of the departments, being brought into contact with the customers, know just what goods are required to suit the market.

They will be delighted, probably, with the ribbons, which are "the rage" this season. These are in such variety as to make a a perfect phantasmagoria of colors and design. Then there is the trimming department, which has much to attract the eye; the cottons and sheetings from the best makers of England, Canada and the United States, with lines from the most famous makers of Ireland.

The carpet, curtain, and general house furnishing departments are on a large scale, occupying no less than five rooms. A heavy stock of Brussels, tapestry and woolen carpets is carried at all seasons of the year. These are fitted by experts, and are made up on the premises so as to suit perfectly the floors for which they have been measured. Then there are cornices, poles, curtains and furniture coverings of richest materials, and most handsome designs.

The silk room, with its precious contents, is another place of interest. There will be found the goods of leading makers, from the best French looms, in black and colored silks and satins, ladies' jackets, mantles and wraps, sunshades and sun umbrellas, and many other things of utility and beauty.

Then there are all kinds of mantle cloths, to say nothing of men's cloths in English, Scotch and Canadian tweeds, but the ladies will hasten to the glove department, where they will find French kids of the best makes, and latest cut, from four to twenty buttons. Leaving this they may spend more than a passing moment in that most attractive of places, the millinery department, where they will see what they can fully appreciate and enjoy.

But all the visitors are not ladies, nor are their wants alone considered. Mention has been made of cloths for men's wear, of which the stock is large and varied. The gentlemen's furnishing department, also, is worthy of note. Here are tweed waterproof coats, Scotch lambs-wool underwear, and a most extraordinary assortment of scarfs and ties. The shirts sold by the firm have a wide reputation, and they deserve it. They are honestly made, in a factory on the premises, and twenty-five steam sewing machines are steadily employed in turning them out.

The boys, also, are kept in mind by a full assortment of clothing, which is always new and in accord with the latest styles. In fact, all classes and conditions of both sexes will find what they require somewhere within the walls of this most complete establishment. It is complete in all its lines, and it is one of the great sights of St. John.

Tried by the Test of Time.

As far back as 1831 the London House was one of the Institutions of St. John, having been solidly established in that year by Holdsworth & Daniel. Since then, under the present wholesale firm of Daniel & Boyd, it has stood secure amid all the changes

which have taken place in the City and its people, and year by year its business has grown greater. Years ago the wholesale and retail departments were wholly separated, and placed under different managements. Later, as the tide of business tended "up town," the retail store was located on the corner of Union and Charlotte streets, where it is flourishing to-day under the management of the younger firm of Daniel & Robertson. Situated as it is, it will be one of the attractions for visitors during Carnival Week, and there they will find much to please the most exacting tastes. One specialty of the house is black and colored dress goods, and of which a most complete and varied assortment will be found on the shelves. In addition to these are to be seen all the lines found in a first-class retail dry goods store, which it would require a guide book to enumerate and even briefly describe. A great deal of attention is given by the firm to keeping on hand full lines of small wares, such as are dear to every feminine heart, while everything in the way of staple goods will be found, marked at prices within the reach of every purse. The premises are roomy, well lighted, and in every way suited to the requirements of the business. They can be best appreciated by a thorough personal inspection, such as is likely to be made by many hundreds of those who wish to see "the sights" of the fourth City of Canada.

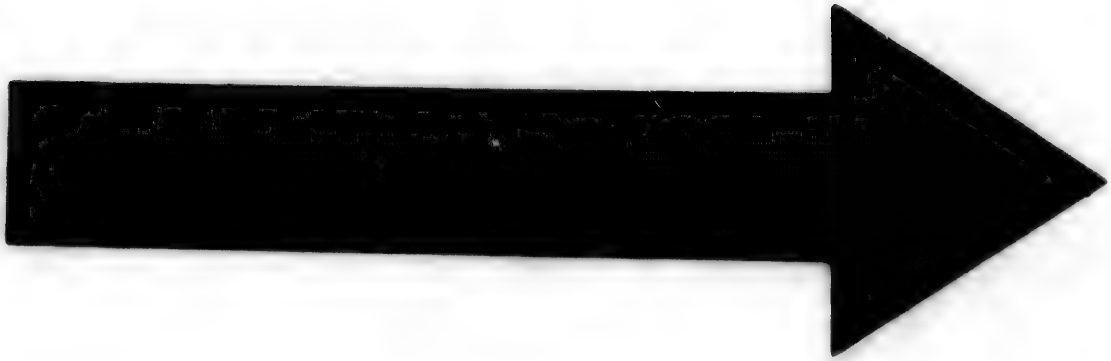
Excursion Rates to St. John.

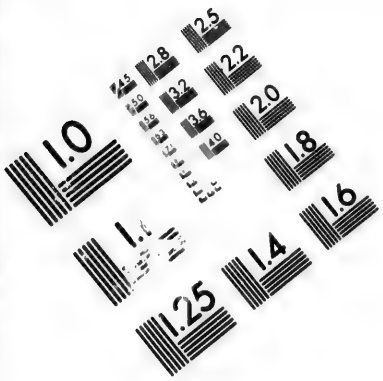
The Canadian Pacific Railway will issue excursion tickets to St. John on July 18th, 19th, 20th, 21st, and 22nd, from points west of Montreal, and on the 19th, 20th, 21st, and 22nd from Montreal and east and south thereof. Rates have been fixed as follows:

From Ottawa, $12.35; Kingston, $13.55; Toronto, $16.70; London, $19; Galt, $17.85; Brockville, $12.55; Montreal, $10; Peterboro, $15.25; Hamilton, $17.50; St. Thomas, $19.10; Guelph, $17.65; from the Soo, $22.50.

The Windsor & Annapolis Railway will issue excursion tickets at one fare from all points during Carnival week. These will include the trips from Digby and return, via the steamer "City of Monticello."

The Western Counties Railway will issue one fare excursion





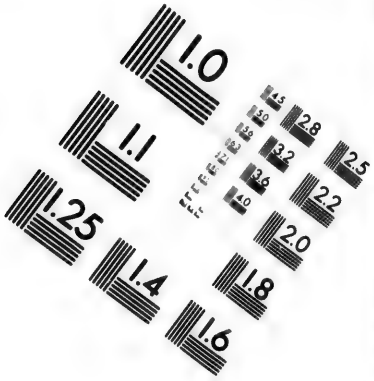
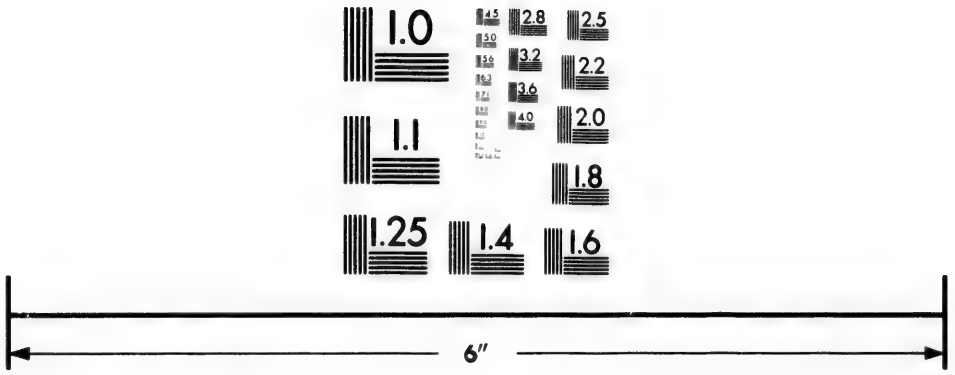
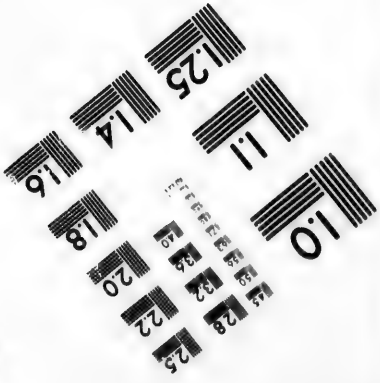


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Photographic Sciences Corporation

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tickets, including the trips across the bay on the "City of Monticello."

The Union Line Steamship Co. is arranging for special, cheap excursions on the river in connexion with the Northern & Western Railway, and will issue excursion tickets, good to return from all points on the river at one fare.

The I. C. R. and N. B. R. will also issue excursion tickets from all stations on their lines at one fare.

The Grand Trunk Railway will issue excursion tickets to St. John, via the Temiscouta and I. C. R., at about the same rates as the C. P. R.

The Albert Railway will issue excursion tickets at one fare from all stations on their line.

The P. E. I. Railway will, on the 20th, 22nd, and 23rd instant, issue excursion tickets from Summerside and all other stations, in connection with the I. C. R., at one first-class fare. These tickets will be good to return up to and including August 3rd.

The Shore Line Railway will issue tickets from St. Stephen to St. John and return at reduced rates; and from all other stations at one first-class fare for the round trip.

The P. E. Island Navigation Co. will, in connexion with the I. C. R., issue tickets good to return at single fare.

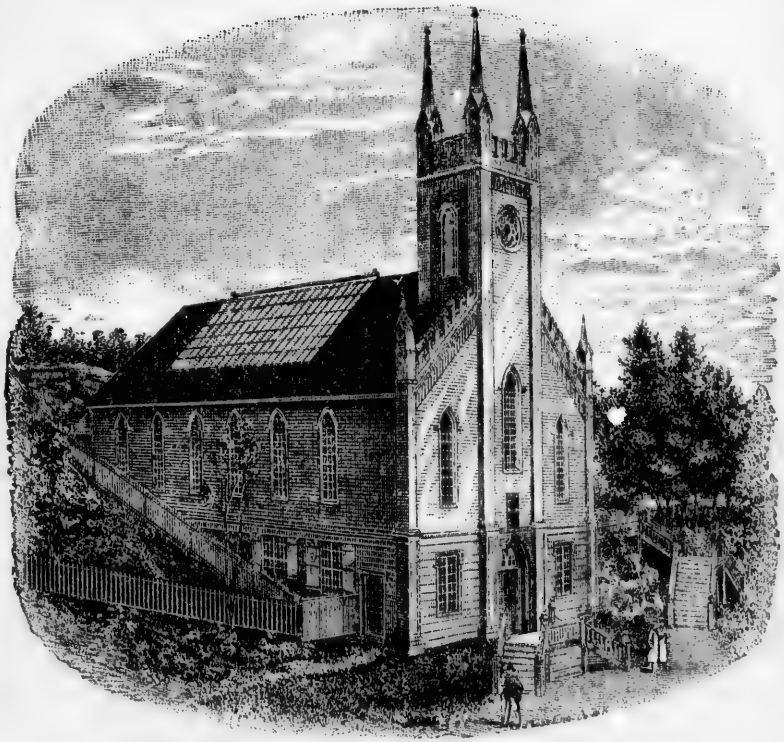
The I. S. S. Co. will despatch a special steamer from Boston on Saturday, July 20th, at 6 o'clock in the evening, charging one fare for the trip from Boston and return. These tickets will be good to return up to the 29th.

Excursionists leaving Chicago on Thursday afternoon at 3.10 can, by making connexion at Montreal with the C. P. R., reach St. John at 2.10 Saturday afternoon. The length of time taken to reach St. John from other points where excursion rates are offered by the C. P. R. are as follows:

From Montreal, 18 hours; Toronto, 30; Ottawa, 21.30; Kingston, 22; London, 34; Brockville, 23; Galt, 33; Peterboro, 27.20 Hamilton, 32.30; St. Thomas, 35.30; Guelph, 32.15; The Soo, 42 hours.

Excursionists leaving New York on Friday evening at 10.30, can make connexion with the Flying Yankee at Boston Saturday morning and arrive in St. John the same evening at 10.30.

Thos. Cook & Son will issue excursion tickets at their chief office, 261 Broadway, New York, and at all their branch offices throughout the United States.



The Owens Art Institution.

PRESIDENT: ROBERT REED. · PRINCIPAL OF ART SCHOOL: JOHN HAMMOND.

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The street cars running north towards Mount Pleasant pass within a few yards of the Institution.

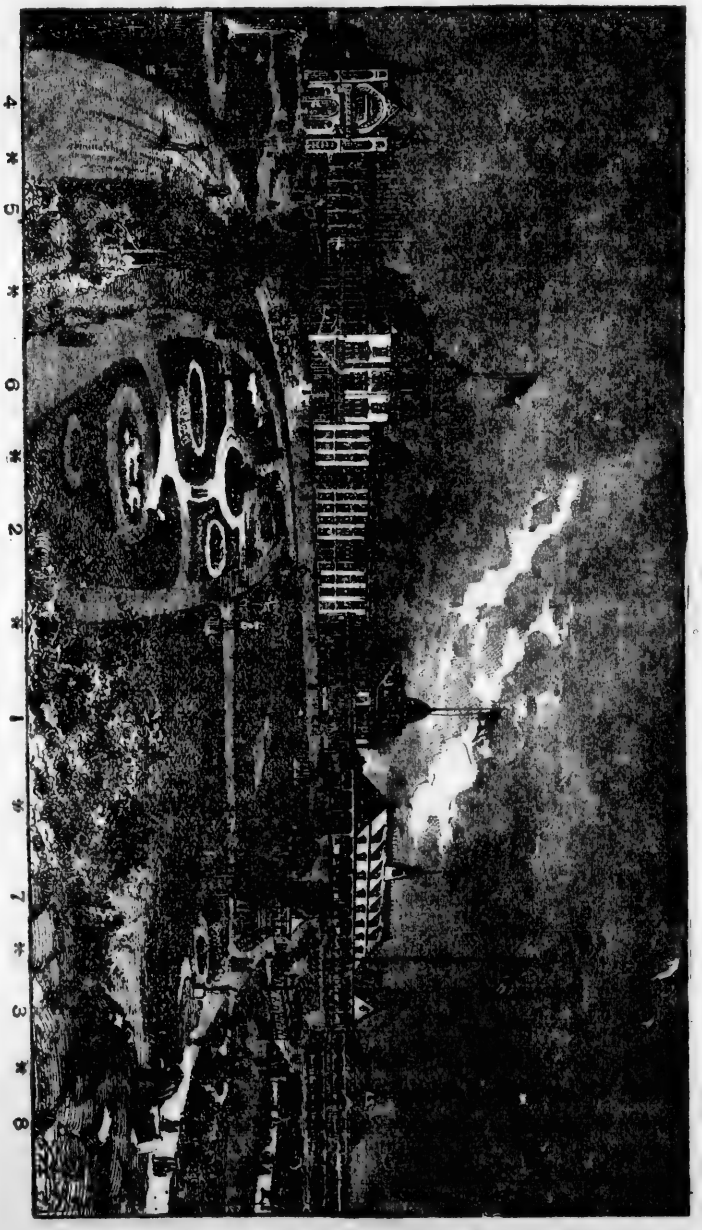
Mount Pleasant Hotel.

THE engraving on the opposite page illustrates prospectively the coming **Tourists' Hotel,** in the City of St. John, situate within an area of about eight acres upon the summit of MOUNT PLEASANT, centrally overlooking the surrounding portion of the City, and the land and water views beyond, as far as the eye can reach.

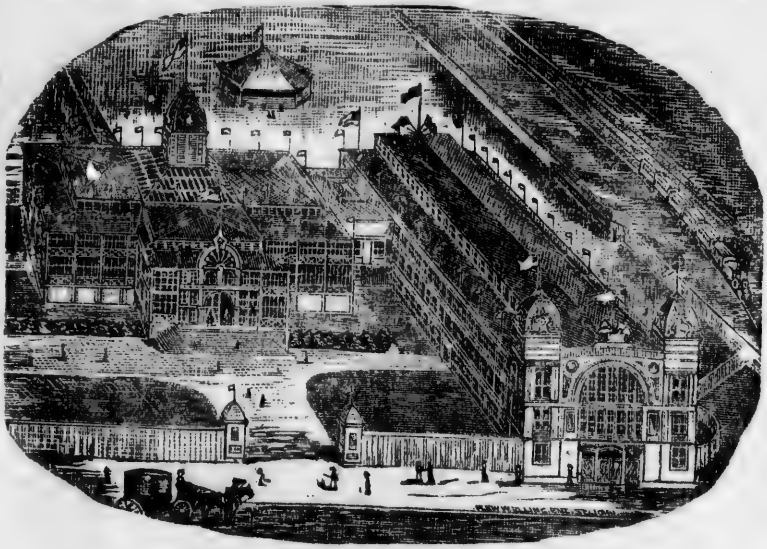
Numbers 1, 2, 3, 4 and 5 are now built, having an estimated capacity for about 100, and the other buildings in the picture, when erected, may be enlarged, or their number increased, so as to afford accommodation for 1,000 or more guests.

The property is for sale, and not only can it be made very profitable to the purchasers, but under energetic and competent management may become the centre of a system of development which, embracing the special advantages of Mount Pleasant and its surroundings for pleasure purposes, would draw within its influence, during the heated term to the South and West, a continuous summer population of many thousands to enjoy its cool and invigorating atmosphere, thereby making St. John not only an attractive and fashionable sea-side retreat, but a grand rendezvous and diverging centre for Tourists visiting the Maritime Provinces, for which purpose, in connection with the recent and extended travelling facilities, both by land and water, it and its vicinity are geographically, climatically, and otherwise, by nature unequalled on the Eastern coast.

The owner, MR. ROBERT REED, will sell out under easy terms, or he will join any well devised organization for the purpose of carrying out the enterprise to a successful issue.



MOUNT PLEASANT HOTEL.



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INCORPORATED 1889.

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The Association having extensive and conveniently situated Grounds, as well as ample Building accommodation, purposes holding Annual Exhibitions commencing about the First of October each year, and incorporating some new and attractive features for the public entertainment.

Invites Correspondence from Persons Introducing Novelties Suitable for these Purposes.

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ST. JOHN, NEW BRUNSWICK, CANADA.

Electric Exhibition.

The Exhibition is under the patronage of His Honor Sir S. L. Tilley, C.B., K.C.M.G., Lieutenant Governor of New Brunswick.

The Committee of the Electric Exhibition is composed of: Henry J. Thorne (of Messrs. Clarke, Kerr & Thorne), ex-Mayor of St. John; James Straton (of Messrs. Brownley & Co.), Electrical Engineers and Dealers in Electrical Supplies; R. B. Emerson (of Messrs. Emerson & Fisher), Director of St. John Gas and Electric Light Co.; Andrew Hunter, Electrician, dealer in Electric Supplies, Etc.; James F. Robertson (of Messrs. Manchester, Robertson & Allison), Chairman of Finance Committee of Summer Carnival; James Hunter, Electrician, dealer in Electric Supplies, Etc.; Geo. F. Calkin (of Calkin Electric Light Co.), Agent of Brush Electric Light Co., Cleveland, Ohio; James Fleming, Engine and Locomotive Builder, Etc.; John D. Howe (of Messrs. J. & J. D. Howe, Furniture Manufacturers), in charge of Building Decoration; A. A. Knudson (Electrician of the New Brunswick Telephone Co.), is General Superintendent, and A. M. Cogswell, Electrician and Contracting Engineer, Assistant Superintendent.

Carnival Committees.

The Chairman of the respective Carnival Committees are:

Executive and Managing — A. O. Skinner; Ira Cornwall, Secretary; W. W. Clarke, Assistant Secretary.

Finance — James F. Robertson.

Music — Rev. J. M. Davenport.

Regatta — Dr. J. W. Daniel, President; A. D. Wetmore, Secretary-Treasurer.

Athletic and Sports — A. O. Skinner.

Press — S. D. Scott.

Fireworks — Ald. Blackadar.

Advertising, Printing, Etc. — George Blake.

Military — Lieutenant-Colonel Blaine.

Fire Department — John Kerr, Chief Engineer.

Reception and Hotels — Ald. Shaw, H. H. Distin, Secretary.

Parade — George Blake; T. A. Crockett, Secretary.

The descriptive matter and programme in the foregoing pages has been prepared, under the direction of the Committee, by W. K. Reynolds.

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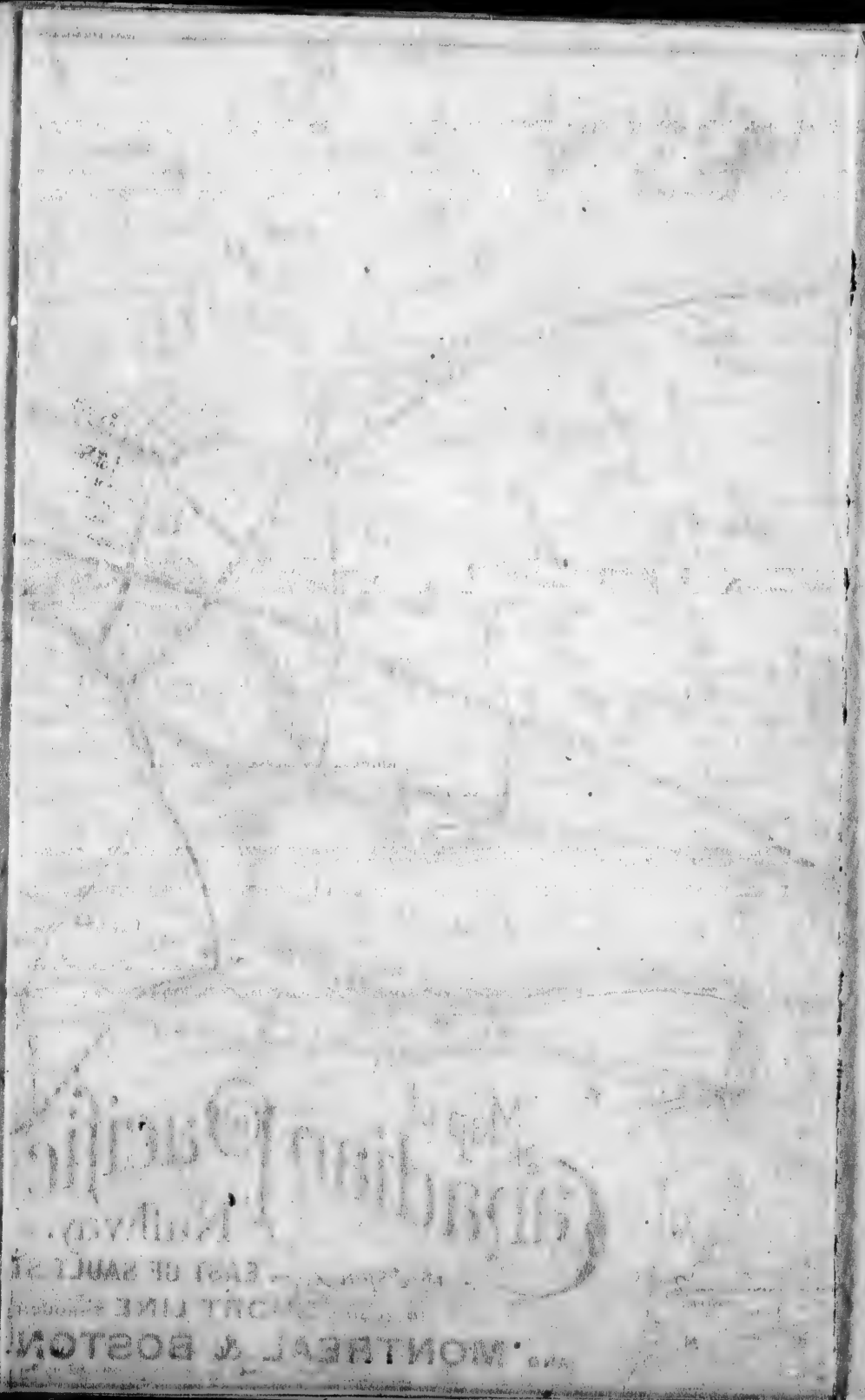
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GEORGIAN BAY
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LAKE ONT
Woman River
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SAULT STE. MARIE
SUPERIOR
CANADIAN PACIFIC
PACIFIC
CANADIAN PACIFIC STEAMSHIP LINE
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Hillman
Alpena
Harrisville
Oscoda
Tawas City
Caseville
Bay Port
Bad Axe
Port Austin
Pt. Aux Barques
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Palms
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Caro
SAGINAW
Vassar
Carrollville
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Holly
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Pontiac
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Dutton
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Romeo
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Armada
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Point Edward
Komoka
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Thedford
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Forest
Watford
Alvinston
Petrolia
Oil City
Courtright
Grande
Wyoming
Plympton
Aberarder
Strathroy
Mt. Brydges
Glencoe
Wardsville
Newbury
Melbourne
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Oil City
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Woodbridge
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Mattawa
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Sundridge
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Magnetawan
Commanda
Byng Inlet
Killarney
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Manitoulin Island
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Fergus
Acton
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Milton
Oakville
Port Credit
Toronto
Scarboro
Pickering


Map of
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AND CONNECTIONS EAST OF SAULT STE. MARIE,
INCLUDING SHORT LINE THROUGH MAINE
AND MONTREAL & BOSTON AIR LINE.
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QUEBEC
MONTREAL
OTTAWA
KINGSTON
ROCKVILLE
ADIRONDACK MOUNTAINS
ALBANY
CANADIAN PACIFIC
PACIFIC
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MAP
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RAILWAYS & STEAMBOAT ROUTES
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" " Vancouver, 3,387 " "
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